1956 CHRISTMAS NUMBER

RAILWAY MODELLER

For The Average Enthusiast

VOL 7 1956 1/6 DECEMBER

SPECIFY
BEATITRAK
ON YOUR CONVERSION ORDER!

BEATITRAK has been produced for those who want to make up their own track quickly, easily and cheaply and have a tip-top UNIVERSAL permanent way on which their trains will run smoothly, quietly and with realism.

BEATITRAK comprises heavy scale rail and sleeper sections 3in. long which are spiked to the baseboard as the rail is laid. The Beatipoint kits are all prefabricated and can be assembled in five minutes. Beatitrak should be laid on insulation board, but other materials can be used if speed is not important.

2-rail		3-rail	
BEATITRAK	per yd. 4/-	**BEATITRAK**	per yd. 5/6
BEATIPOINTS	7/6	**BEATIPOINTS**	8/6
RAIL JOINERS	1/11	**BEATIKORK**	1/6

The yard sections of track comprise 18in. lengths of rail, twelve sleeper sections and the necessary spikes. Rail joiners are necessary and Beatikork base is recommended for all track.

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10 per cent bonus on ALL conversions to BEATITRAK

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Operating Royal Mail coach set, **25/6.**
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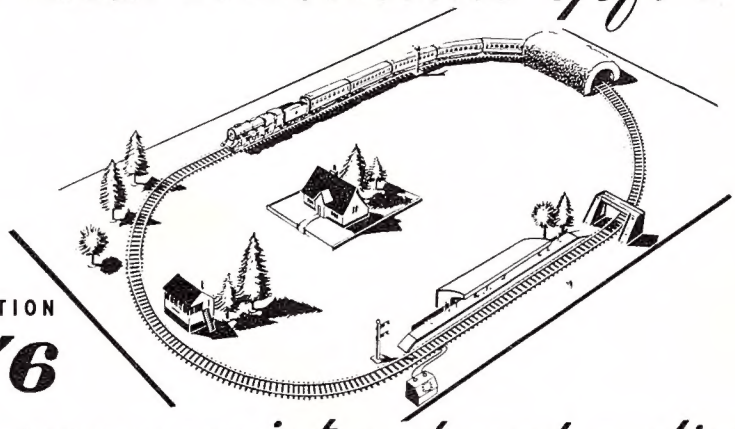

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The Wrenn Track Set is beautifully packed for presentation and made in the finest Wrenn standard of Realism, Reliability and Durability.

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The flexible track is supplied in 36in. lengths.
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Ask your retailer to show you the Wrenn range of Universal products, or send a 1/- postal order direct for sample of track and literature or 4d. in stamps for literature only.

SOME OF THE ITEMS FROM THE WRENN RANGE

UNBREAKABLE TREES
A new foam plastic material has made possible the construction of a wonderful range of trees. They are unbreakable, inexpensive, realistic and well made.
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Constructed to give a scale double track (6ft. permanent way), it is particularly suitable for insertion just outside stations, adding realism and interest to even the smallest layout.
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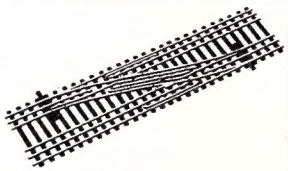

UNIVERSAL DOUBLE JUNCTION
A much-sought-after track formation and a first-class example of WRENN Trackwork. Presented at an extremely moderate price, it will accept all types of locos and rolling stock. Length 16½in., radius 24in.
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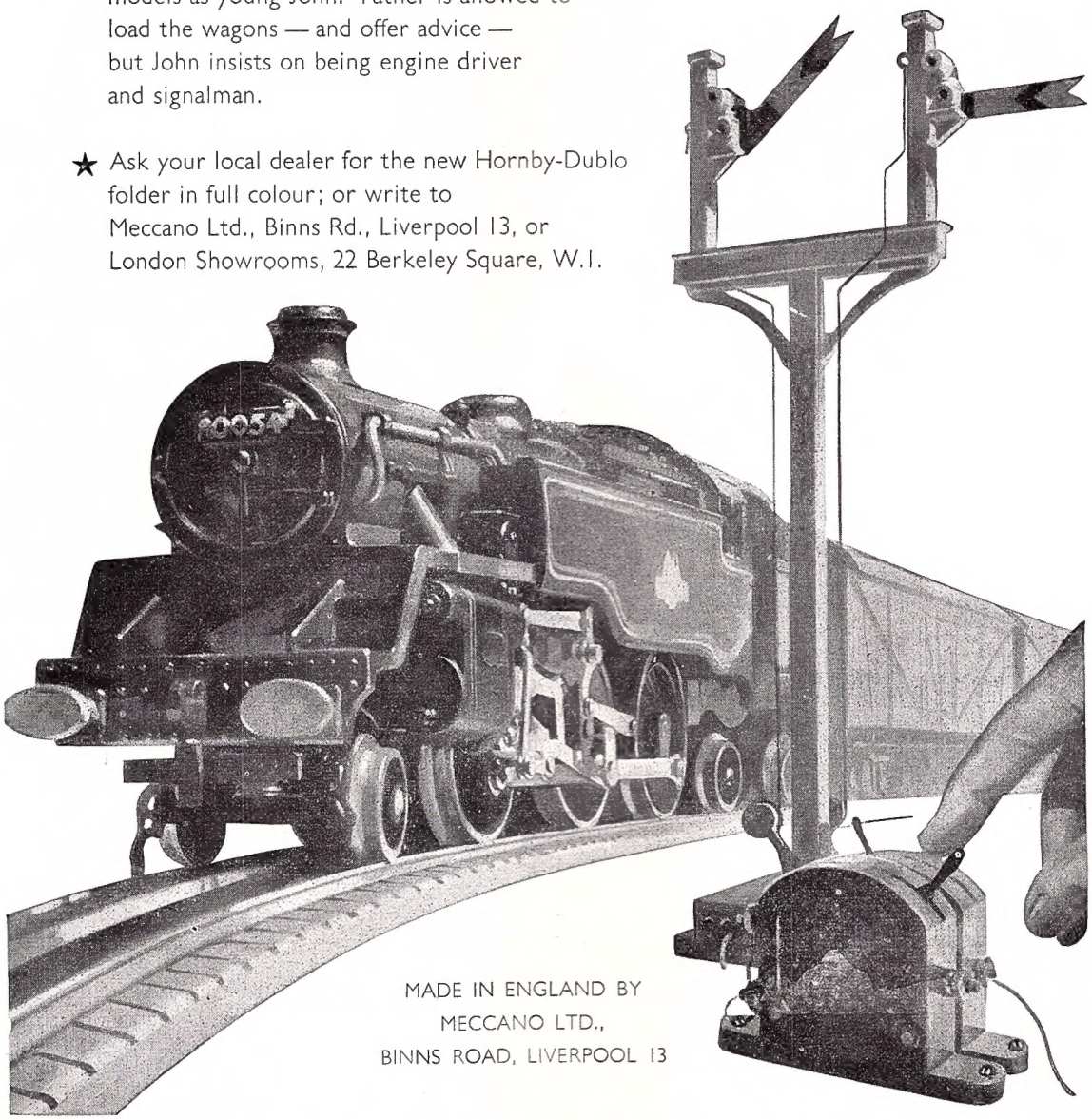
★ Ask your local dealer for the new Hornby-Dublo folder in full colour; or write to Meccano Ltd., Binns Rd., Liverpool 13, or London Showrooms, 22 Berkeley Square, W.1.



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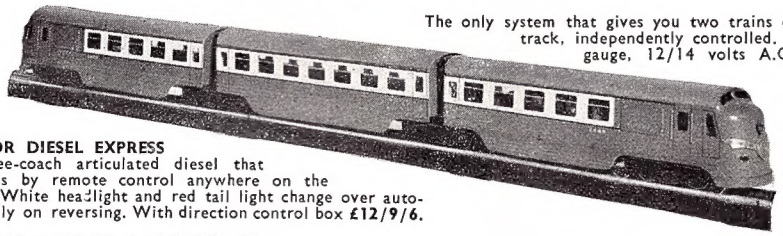

METEOR DIESEL EXPRESS
A three-coach articulated diesel that whistles by remote control anywhere on the track. White headlight and red tail light change over automatically on reversing. With direction control box **£12/9/6.**

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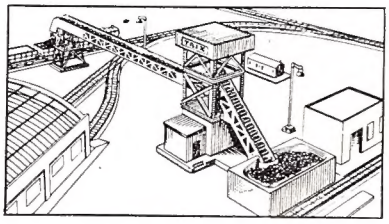

ELEVATOR CONVEYOR
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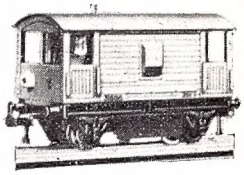

TRAIN WHISTLE SET
This express parcels van enables your train to whistle anywhere on the track. Set includes parcels van, control box and two " whistle " boards. **£3/4/9.**

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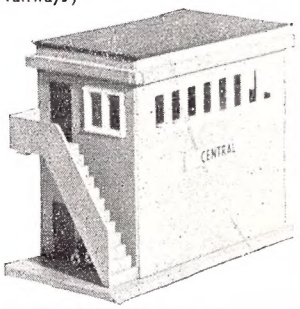
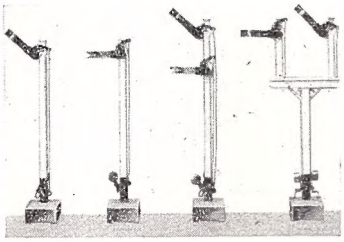
Fitted with white interior and red tail lamp. Pick-up shoes interchangeable. **£1/0/3.**

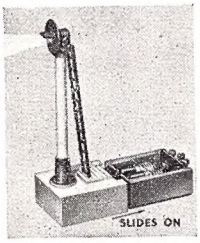
● **TRIX "G" SERIES**
(for use on all " HO " and " OO " gauge railways)



SIGNAL BOX WITH WHISTLE AND LIGHT
A perfect model, lighted cabin and remote controlled train-whistle effect, complete with switch and wire. **£1/8/6.**



SEMAPHORE SIGNALS WITH LIGHT
Lit from bulb in the base, can be adapted for bell-crank working. (722) Home **8/3.** (723) Distant **8/3.** (725) Double **10/9.** (726) Bracket home **13/11.** (727) Bracket distant **13/11.**



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Remote controlled. Red/amber or green. (752) Home **£1/1/6.** (756) Distant **£1/1/6.** (758) Home and distant set **£1/16/-.**

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Tib.16

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ensured by giving Peco presents—the delight of all enthusiasts from year to year. Peco Products are available in all price ranges, and some typical examples are—

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The Scale Flexible Assembled Permanent Way, available in types to suit all "OO" systems. Track supplied in convenient 18-inch lengths. Points 3ft. easy radius. All accessories available. Track per length, from **2/7.**

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Six Colourful Private Owner Wagons to add fascinating variety to your goods trains. Simple and easy to assemble, incorporating actual **working** Axle Box Springs and Buffers, Simplex Auto-couplings, Nylon Wheels. Each kit is **absolutely complete.** No painting. All at one price, **7/6.**

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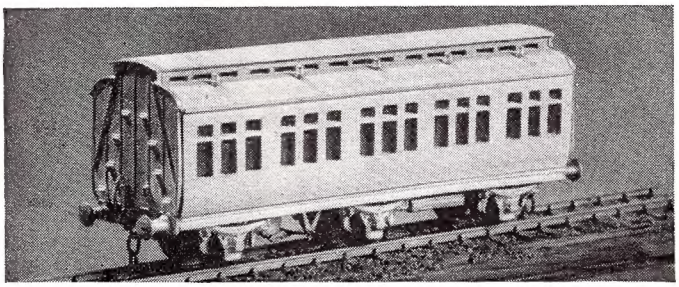

MIDLAND

The photograph shows the assembly of "body" kit M102H plus external "fittings" kit MG.

"OO" gauge	Body	Int.	Fittings
48ft. 1/3 compo bogie. M100HS	11/6	4/6	12/–
48ft. 3rd brake bogie. M101HS	11/6	4/–	12/–
60ft. 12-wh. compo bogie. M104HS	13/6	5/–	17/–
46ft. 7in. bogie 3rd. M106HS	11/6	4/6	12/–
6-wheel 3rd coach. M102H	9/–	2/–	10/6
6-wheel 31ft. pass. brake. M103H	9/–	none	10/6

These kits are also available for "O" gauge. Drawings: "OO," 2/-; "O," 3/6; postage 2½d.

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Please write for fully detailed CCW orange catalogue, forty pages of illustrations and information for gauges "OO" and "O", price 1/- (post free); also "Scaloh" Supplement, gauge "O" only, price 6d. (post free); or send 2½d. for summary price list of kits.

CATALOGUES FREE TO OVERSEAS

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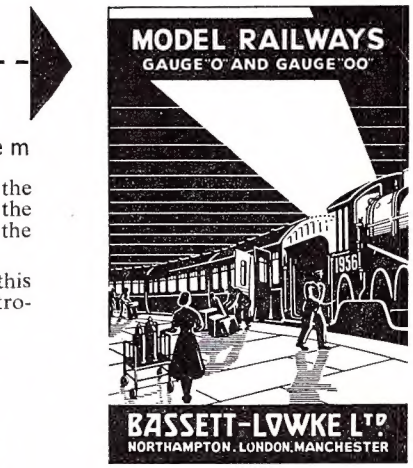
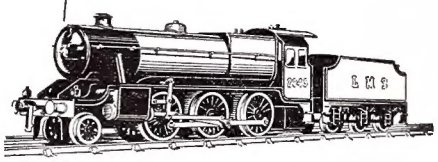


One of the many items appearing in this catalogue.

This real live steam "Mogul" can be built from a complete set of parts in thirty hours.

Supplied with fully illustrated construction book.



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" OO " Gauge

2-rail
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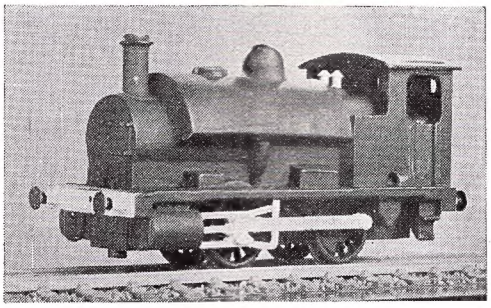
+ £1/1/7 P.T.



Centre third rail
£5/10/9
+ £1/2/2 P.T.

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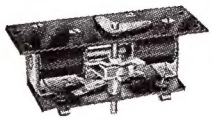
from the Model Railway Hobby Show



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Exclusive H & M features include: positive lock; operates from 1 amp transformer; automatic switch, enabling it to be used with or without flash-switch; above- or below-panel mounting; lever for auxiliary hand operation; $\frac{1}{8}$in. to $\frac{3}{16}$in. throw; rustproofed; 12 to 20 volts A.C. or D.C.; powerful, small, robust.

PRICE 9/6 (post 6d.)

THE H & M
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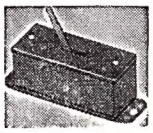

Lever-operated, self-indicating passing-contact switch for solenoid operation. Positive action with self-cleaning silvered contacts and quick break to eliminate arcing. In instrument-finished case.

Model F.S.2 as illustrated 4/6
Model F.S.2/LC as above but less case 3/6

(Postage 6d. extra)

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This new feature, entitled GRADED RESISTANCE CONTROL, has been designed by H & M engineers to provide the most up-to-date advance in power control. G.R.C. enables the operator to alter at will the basic resistance of his controller without the necessity of changing resistance mats. A tiny switch provides instant selection of high, medium or low resistances with full-scale control in each case. One controller now becomes suitable for all motors up to 1 amp working load! Invaluable where mixed stocks are run, using motors of varying current consumption. And exclusive to H & M!

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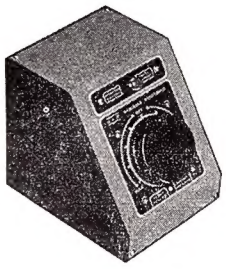

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RAILWAY MODELLER

For the Average Enthusiast Specializing in Small Scale Railway Modelling

VOL. 7. No. 74. DECEMBER 1956

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BACK NUMBERS

Back numbers of most issues of the " Railway Modeller " from November 1951 are available, price 9d. each plus postage (3d. first copy, 1d. each additional copy). We regret that certain issues are now out of print, while stocks of many others are low.

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NEXT MONTH

Graham Overton's West of England Railway is our Railway of the Month. We begin a series of articles detailing the construction of a " Bulldog " 4-4-0.

THE LOBBY

AS is our usual custom, we should like first of all to take this opportunity of wishing our readers, at home and overseas, a very merry Christmas, coupled with the desire that they will, in 1957, continue to have many a happy hour playing trains !

As this issue completes yet another volume, the time has come for us to open the RAILWAY MODELLER Cup Competition. As regular readers will know, we award a handsome trophy outright each year to the author whose article is placed by popular vote at the top of the poll. Full details, together with the entry form, are to be found on page xi. Cash prizes are also awarded. We have introduced two modifications this year in that we have extended the closing date for one week and increased the number of selections from ten to twelve. We sincerely hope that all readers will participate, for not only are there prizes but this competition is designed to help us to give you what you require when we are planning ahead.

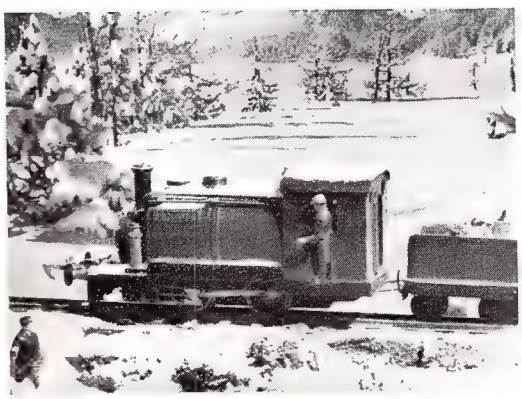
So much for this volume, now for the next. We believe you will agree with us that Volume 7 was better than Volume 6, but we have no intention of resting on our laurels, and assure you that Volume 8 will be the best yet. Please tell your friends—we will gladly send them a specimen copy free of charge.

This being the last copy of Volume 7, we take this opportunity of reminding you of our binding arrangements. The charge is modest—only 10/-—and full details of the service will be found on page xii.

A HAPPY CHRISTMAS

COVER PICTURE

A seasonal scene specially posed for us by P. D. Hancock.



Railway of the Month

TRELAY, POLVEAN & PENCOMBE

A Proprietary "OO" Gauge System

by F. R. S. Rogers

Photographs by A. P. Fylde

THIS is the story of a little-known and hitherto unchronicled section of the Great Western Railway, in a quiet part of the north of Cornwall.

The line has always catered for both passenger and freight traffic throughout its length, and in many respects bears considerable resemblance to its cousins in the Welsh valleys not so very far away.

Pencombe is a fair-sized market town at the southern edge of the agricultural district which the railway serves. Trelay is a small village to the north of this and its central features are a very large farm with a most attractive Tudor farmhouse, a couple of quaint thatched cottages and a medieval church with a sturdy tower. Polvean station is on the fringe of a large agricultural area, and still farther north, in a sheltered cove, lies the tiny fishing port from which the station takes its name.

Fish and agricultural produce are brought by road to the station and in the summer there is considerable tourist traffic in the area. A little to the east of Polvean station is the large factory where Messrs. Jago and Treloar make barrels and crates for the fish and vegetables, with baskets and hampers of all kinds for the fruit produced in the Polvean and Trelay district.

All these products are loaded on to the trains with the help of a large crane in the factory yard and then taken to a small but very busy goods depot which lies a little to the south of the village and is easily approached from the road by a level crossing on the west side.

A single railcar, drawn by a pannier tank locomotive, suffices for the needs of passengers using all stations. The goods traffic, however, is quite heavy. First there are coal and oil, agricultural equipment and household necessities to be brought from Pencombe. The return traffic comprises milk, fruit and vegetables from the farms and fish from Polvean. Then there is the daily transfer of the products of the factory near Polvean station.

As the result of a spirited appeal on the part of the inhabitants, who were very proud of their railway, the British Transport Commission agreed to the retention by the auto-trailer and its 0-6-0 pannier tank loco, No. 5400, of their original G.W.R. livery, i.e. green for the engine, chocolate and cream for the coach. Similarly, No. 6639, the 0-6-2 tank loco which has handled the bulk of the freight for many years, was allowed to keep its G.W.R. livery, and so was the other 0-6-0 pannier tank loco, No. 5700, which assists No. 6639 by taking over the milk and fish train.

There is ample provision of wagons of the requisite types for all the freight handled, including a horse-box and a cattle-wagon for occasional use when farm animals are taken to market or new livestock is introduced into the farms.

The locomotives are serviced one at a time in a small engine-shed situated near the goods station. Water is available here and at both Pencombe and Polvean stations. Coal for domestic purposes is sold to dealers at the former station and taken by road all over the district.

The first train in the morning is the railcar, or "motor" as the inhabitants prefer to call it, from the days when it was officially termed a "rail motor-car." This takes to their work at Pencombe a few people who live in Trelay and Polvean. The "motor" returns immediately, bringing the people who live at Pencombe but work at Messrs. Jago and Treloar's establishment near Polvean station.

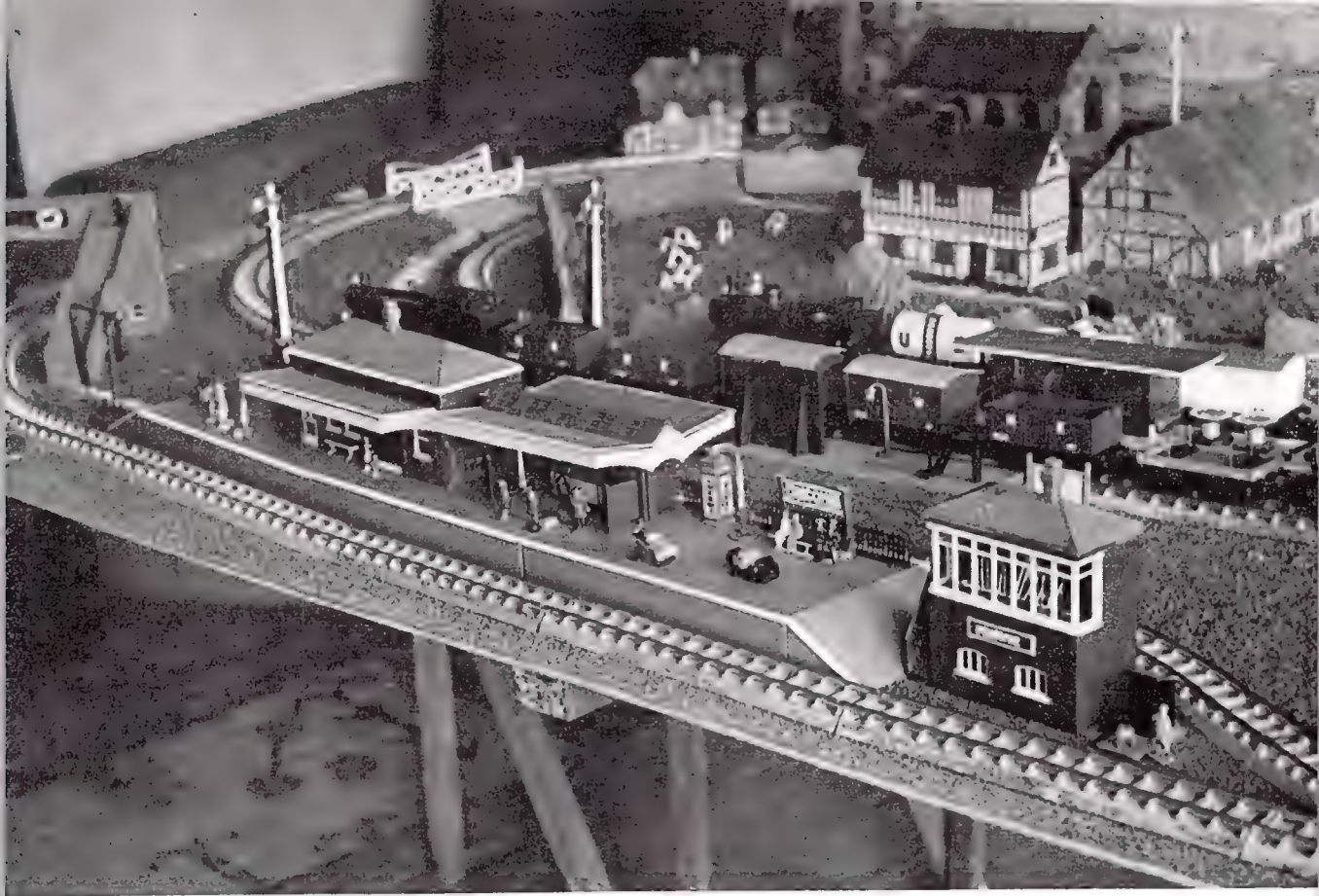
No. 5700 now takes the morning milk (and often fish as well) to Pencombe, where unloading is very efficiently acomplished, and she soon brings the empty vehicles back to their siding near the goods depot.

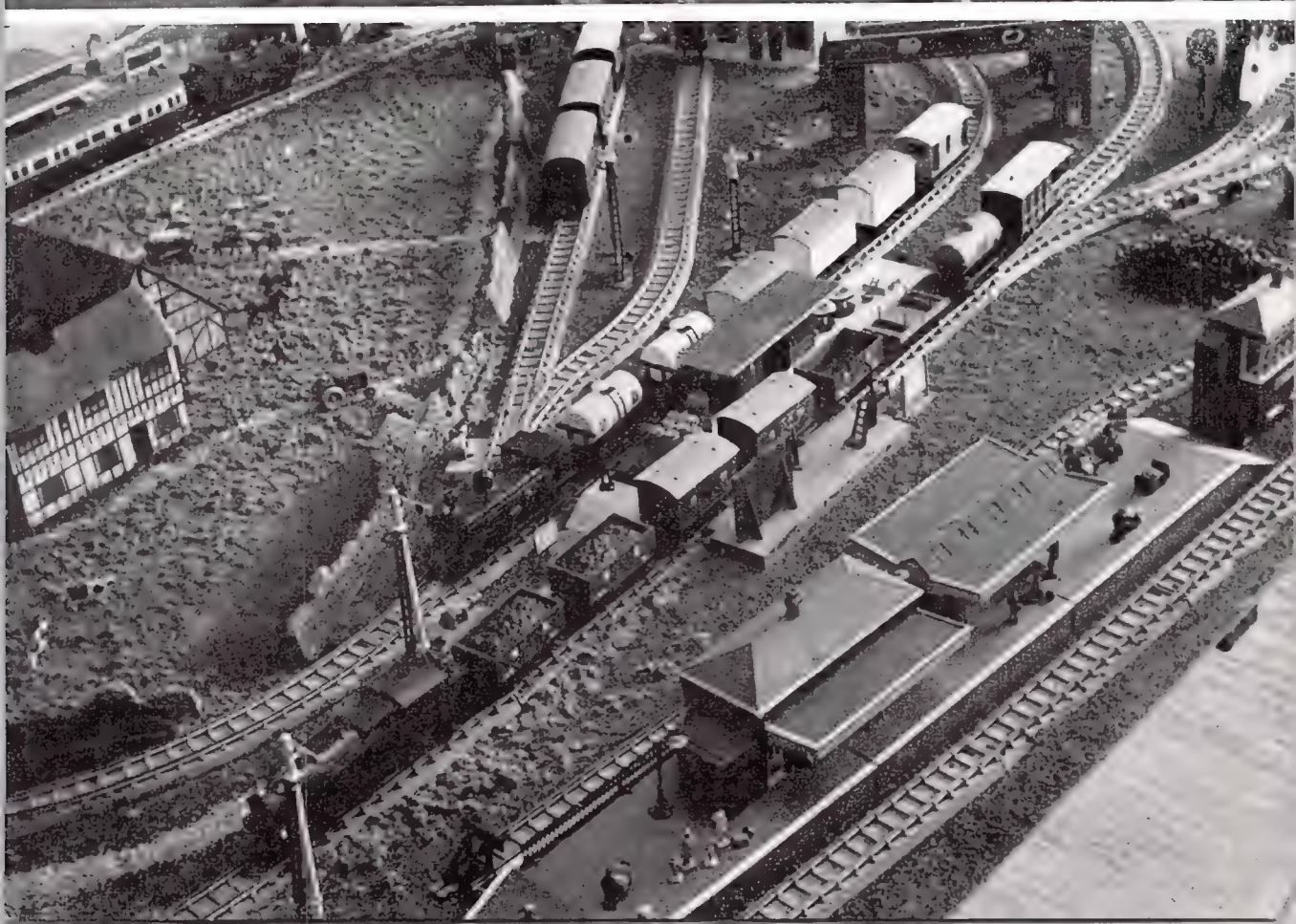
The rest of the day is occupied with regular journeys by the passenger train and by No. 6639 on the mixed freight train until it is time for No. 5700 to reappear with the evening milk train to Pencombe.

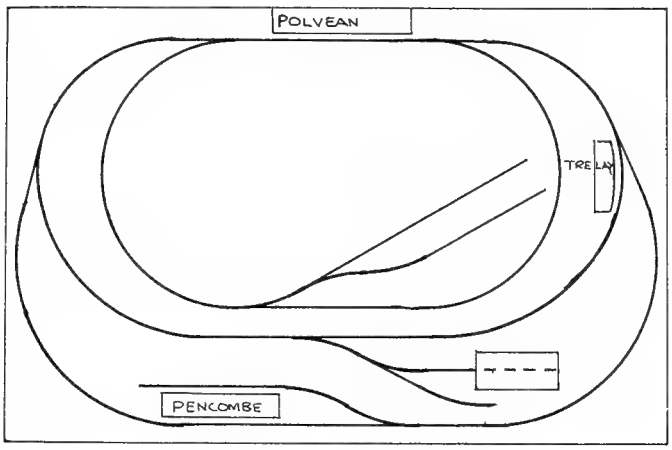
There is a restricted service on Sundays and

Top right: Pencombe station. Note the sagging in the unsupported thin baseboard. This construction is barely adequate when sectional proprietary track is used, but is useless when the lighter scale tracks are employed.

Bottom right: aerial view of Pencombe station and goods depot.







additional passenger trains are provided during the summer holiday season.

The auto-trailer was built by Mr. R. E. Gilbert from a Ratio kit. All the locomotives have standard Tri-ang motors and transmission. The pannier tank bodies are "Gaiety" castings. The 0-6-2 tank loco was assembled by Eames of Reading. All the rest of the rolling stock is Tri-ang. For added realism I removed the Tri-ang coupling from the front of each goods engine and added lamps, three-link couplings and vacuum pipes. For the same reason the two goods brake-vans were fitted with rear lights, three-link couplings and brake-handles. The other engine and the auto-trailer are fitted with working three-link couplings, also with lamps and vacuum pipes.

The line is fully signalled with hand-operated lower-quadrant semaphores, together with operating ground semaphores where appropriate. The track, with hand-operated points, is Tri-ang throughout and the running is faultless. The transformer-rectifier and Hammant and Morgan controller are hidden in the factory, which, like the church and houses, is "Bilteezi." The stations are adapted from Tri-ang stock, painted in G.W. colours, as are the signal-box (with levers, signalman and clock) at Pencombe and the engine-shed.

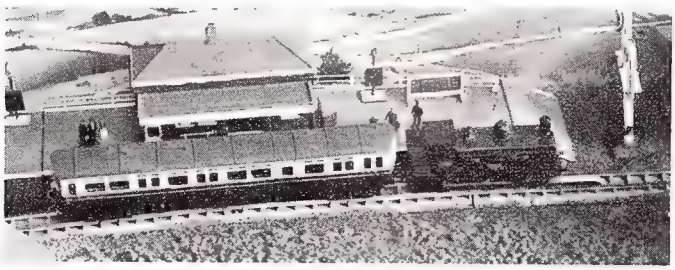
The stations are fitted with Ward's and Slater's equipment and include lights, railings, seats, kiosks, clocks, fire-buckets, porters, luggage, trolleys, milk-cans and, of course, passengers of both sexes.

The scenic background is made up from Ward's four-piece set, mounted on hardboard. The effect of country roads was gained by sprinkling Peco ballast on wet glue, leaving a few "cart-ruts." Occasional patches of dried glue on the road and in the farm-yard give the effect of pools of water and mud. The fields were made with green flock sprinkled on wet glue, while trees and hedges are sponge suitably painted.

It might be supposed from the plan of the layout that the fact of its being of the continuous-run type would be glaringly obvious. Actually, spectators are seated facing Pencombe station and the trains are out of sight to them from the time they leave Polvean station until they appear again either round the curve by the engine-shed on the main line or approaching the depot on the goods line.

Further, the goods trains do not need to come along in front of Pencombe station, so the auto-trailer is kept at this platform while they are working. While one goods engine is in operation the other stays in the engine-shed. Thus considerable realism in both appearance and operation can be maintained.

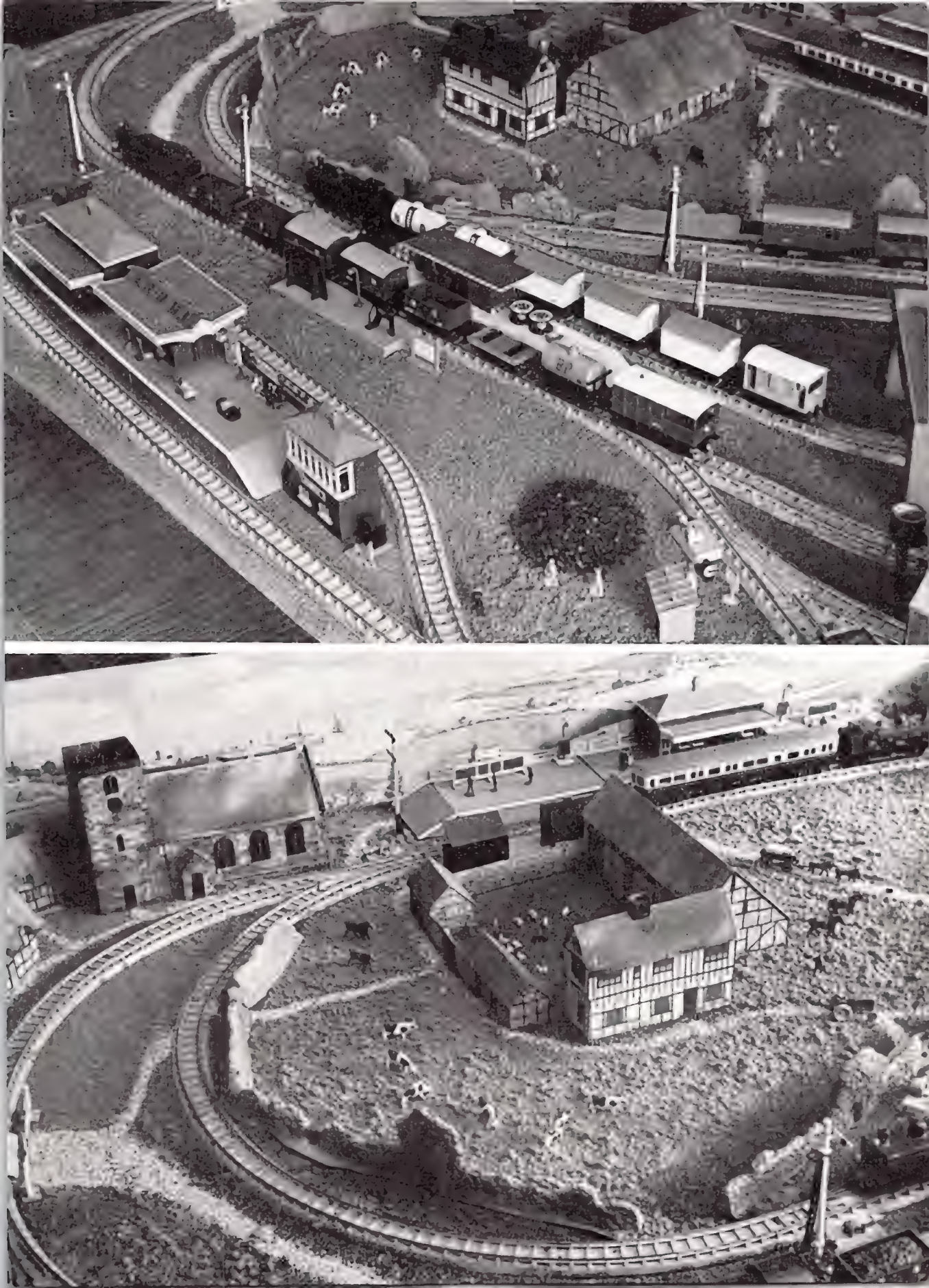
Finally, by way of encouragement to other readers with small layouts, I may mention that this one was completed in twelve months, occupies a space only six feet by four feet, is mounted on hardboard super-imposed on a firm trestle table, and, above all, provides me with many hours of real enjoyment every week.



Top right: aerial view of the goods depot.

Bottom right: the village corner—an effective application of various Bilteezi sheets produces a neat effect.

Bottom left: Polvean station with pannier and trailer car.



COMPLETING THE PICTURE

by C. J. Freezer

ALTHOUGH the actual construction of a model railway is the initial task, and thus receives most prominence, two other factors have to be considered at an early stage of the proceedings. The first of these is the stud (the locomotives, coaches and wagons), the second the actual operation, when the whole assemblage fuses into one and becomes a living entity.

Last month we dealt in outline with the construction of a simple layout, and therefore, logically, to complete the picture we must now discuss its stud and operation. Operation is an extremely flexible thing, but it does depend on a reasonable supply of rolling stock—after all it's no good making an entry in the timetable that "this train carries through coaches from London" if no suitable coaches are to hand! This gives us the clue to the best choice of rolling stock, not the items that catch the eye on the dealers' shelves, but those vehicles which are necessary to run the services on the layout.

First and foremost comes the locomotive stud. As our terminus has no turntable it would seem restricted to tank locomotives only, but provided one is prepared to run light engines to the "junction" (the hidden sidings), which we can conveniently assume to be a triangle, tender locomotives can be used. However, as long as only one locomotive is owned it should be a tank.

There are several sources of model locomotives, of which the proprietary makes are easily the most obvious, and assuming that we're in a hurry to get going we buy one of these and have it converted, or else get one of the cheaper ready-to-run scale tank locos now on the market.

I won't pretend that the choice is limitless, but no matter what your choice there is one loco to fit. Taking the "big four" in order of size we have:

L.M.S., Tri-ang "Jinty."
L.N.E., Hornby-Dublo 0-6-2.
G.W., the ubiquitous pannier (Gem, Eames, Hattons).
S.R., Reidpath cast 0-6-0 (Hamblings).
B.R. workers can add the Hornby-Dublo 2-6-4 and Tri-ang 2-6-2 either as first or second choice, plus the Tri-ang and Reidpath diesels.

Coaching stock is comparatively straightforward. The B.R. types have the choice of Hornby, Tri-ang and Trix suburban stock; others can do some judicious repainting (the Tri-ang is more suited for this, as the detail is raised) or invest in some of the new Exleys (I'm ignoring home construction and kits for the nonce). Trix also include a very useful parcels van. Main-line stock is available from all these sources if through coaches are wanted, but as a kick-off let us settle on a suburban brake second and compo. (To avoid misunderstanding, a compo is a coach with two or more classes, not a coach with a brake end. A brake compo has first and second class compartments).

Goods stock is, as usual, varied. We need one brake van, and again the proprietary sources offer a useful choice, plus the plastic G.W. van which has been extensively advertised for some years. We also require between six and a dozen assorted vehicles to make a start.

I have, as you will have noticed, kept entirely to a consideration of ready-built stock, and tried to remember the capital outlay. The reason for emphasizing ready-built is, of course, that the modeller's attentions will, at the start, be concentrated on the trackwork, but he will need something reliable to run on it once enough is laid. If you attempt to build locos, rolling stock and track all at once, the completion date will recede farther and farther into the distance. Moreover, as you can't test track properly without a decent loco or test a loco properly without decent track, the lone worker will very rapidly get into a vicious circle, ending up in dire frustration. The time to build rolling stock is after the layout is running. This is not an invariable rule, for should personal circumstances prevent you from spending much time on the layout then building rolling stock is a good alternative.

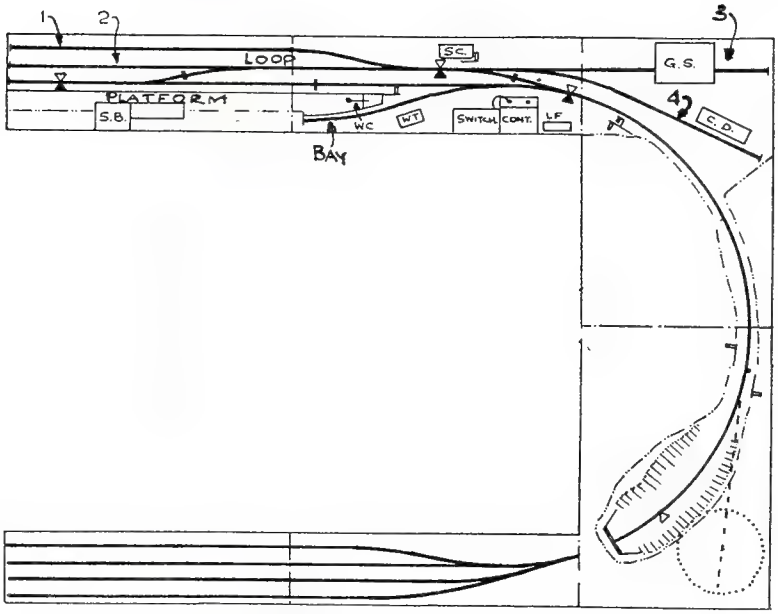
Having assembled the rolling stock, a simple sequence timetable can be established. In this type of timetable we forget all about the clock, merely running the trains in the order given in the table. This is ideal for small termini, where the actual timetable has long pauses, while any attempt to keep to "model" time is out of the question because it takes roughly as long to shunt a model train as it does a full-sized one, auto-couplers and the absence of vacuum pipes notwithstanding.

The first thing to do is to decide on our stock. We'll settle for the absolute minimum, one tank loco, brake second and compo coaches, brake van and eight assorted wagons. We begin by putting four wagons in sidings 3 and 4, the coaches in siding 1, and the loco, the remaining four wagons and the brake, forming the down goods, in the hidden sidings.

The timetable begins with the down goods arriving in the loop road. We can do a little shunting if we wish, but we shall have to dispose of the wagons pretty sharply, for the loco is needed, together with the coaches, to form the first up train. We therefore shunt the goods clear of the running roads, leaving unsorted wagons to wait our later convenience, and take the two coaches from siding 1 and put them alongside the platform.

After a pause, to enable our passengers to board, the first up passenger leaves for the junction. Once in the hidden sidings, we simply lift the loco and transfer it to the other end of the train. The down passenger returns, the loco uncouples and continues to potter about in the goods yard.

We can, if we wish, run several more passenger trains, but merely running a set in and out gets a little boring, and we introduce variations in the form of a mixed train. We begin by putting the brake



For convenience, we repeat the plan of the layout, showing a location for turntable if desired.

second into siding 1 or 2, whichever is most convenient. Then we shunt the compo a little way up the main line and leave it there. Returning to the yard, we pick up the goods brake, plus a wagon or two, and attach these to the compo, naturally seeing that the brake is at the rear of the cavalcade. We then draw the lot back into the platform, run round and, after the usual pause, set forth to the "junction," Much-Fiddling-in-the-Tunnel. There we sort the coach from the rest of the train and return light engine, bringing the brake van. A little more shunting in the yard follows (those trucks are well sorted by now), then we run another passenger train, this time with only one coach, the brake second. At the junction, we remarshal the two coaches and run another train in. Finally we can make up a goods train, and bring matters back to the beginning.

This is, as one would expect, a very simple timetable, and would take roughly half an hour to run through. This is a little short for an operating session, so we work through again with a few variations.

The addition of a main-line coach for through workings will add considerably to the interest, for it can be stabled in siding 2 or the bay road overnight, leave by a mid-morning train, and be replaced by a coach of the afternoon express (in practice the same coach). Strictly speaking, this would be a brake compo, though a brake second will do if so desired. Further special vehicles will add to the interest of the timetable—a well wagon would be the excuse for installing a heavy engineering works behind the goods yard in yellow relief. The artistic could paint a racecourse on the back scene and introduce horse boxes by the score. Cattle vans might lead to the establishment of a local fair, and milk vans or tanks would bring in their train a flourishing dairy farm (notice how effect precedes cause on a model railway).

In due course the small amount of rolling stock mentioned will grow by natural accretion; the capacity of the line is five complete trains, plus a few odd vehicles, so there is plenty of scope. The actual development will depend to a great degree on your own particular requirements, coupled with the availability of particular items.

It is, today, a simple matter to build up a large "OO" gauge model railway without actually constructing any individual models, and I might add that this is as valid a proposition as constructing models without actually building a model railway. Indeed, where the individual concerned lacks the skill or inclination to build such items it is a wholly admirable course, for there is no inherent virtue in a hand-built model; on the contrary, if the model is poorly finished or an indifferent performer it is patently inferior. But although the range of ready-built models and easy-to-assemble kits grows monthly, it can never approach the infinite variety of the prototype. There are hundreds of locomotive classes in existence today, and thousands of coach patterns, while the goods wagon is legion in its infinite variety. It therefore follows that the modeller with decided views as to the prototypes he wishes to run on his line cannot expect to have more than a small fraction of his needs met from ready-built equipment or kits. To a limited extent coach kits can be modified to suit other types, while locomotives can be partially rebuilt. I myself am rather dubious about the latter practice, except where the two classes are almost identical (good examples are the L.M.S. 4F and Southern Q 0-6-0), for on occasions the work involved is virtually the same as would be experienced in building from scratch—if not more!

For some reason the idea of building a loco from scratch frightens people off. Yet really there isn't a lot to it. The headache lies in the chassis. Often a standard proprietary chassis can be adapted, or a correct chassis ordered from the trade, the cost being extremely reasonable. The body is perfectly straightforward, for if you don't fancy metalwork there's nothing wrong with wood and card, for it is not the material but the workmanship that counts.

MAKE A SMALL PORTABLE LAYOUT IN "OO" GAUGE

by John Yorke

AFTER reading about some of the extensive layouts built by RAILWAY MODELLER readers it is with some diffidence that I venture to describe the simple railway illustrated here. But realizing that it is better to start something small and finish it than struggle with a mammoth task and never complete it, I suggest that lines such as this are a bigger incentive for new modellers to begin work than the exhibition pieces which they may ultimately hope to achieve.

The line is portable and, since it is primarily intended for the younger enthusiasts, has neither legs nor trestles, so that it can be laid on table or floor as the occasion demands. It is built in three detachable pieces: a large baseboard 4ft. x 3ft. 3in. and two smaller boards, one inset into the main board and the other extending some 3ft. 6in. beyond it. The smaller ones form the nucleus of the layout and contain all the points and principal controls. They can also be used alone for simple shunting operations in front of the fire, or anywhere else where space is limited. The joints between the sections are made with 16 s.w.g. mild steel brackets screwed in position and drilled to take large electric terminals bolted to the mating component. This arrangement forms a rigid attachment which ensures proper alignment of the track and provides the electrical connections.

The smaller boards are cut from ¾in. deal stiffened with ¼in. battens and the track is laid directly to the surface. At the far end, the line runs into a terminal station, partially roofed over (this is not shown in the photographs). A run-round is situated outside the station and from it a line serves a small goods yard.

The main board is cut from hardboard sheet glued and bradded on the smooth side to ½in. by 1½in. deal strips. These alone are insufficient to prevent twisting of the panel, but a 12in.-deep strip of hardboard is secured along the rearmost edge by light alloy brackets and wing-nuts. It is covered with paper and painted to form a backcloth. The large board completes a circle of track and contains the goods yard. The line to it crosses the main line on the level and then rises on an embankment of 1¼in.-thick deal. This forms the final stiffening needed to make the baseboard handleable and adds an interesting feature to an otherwise flat layout.

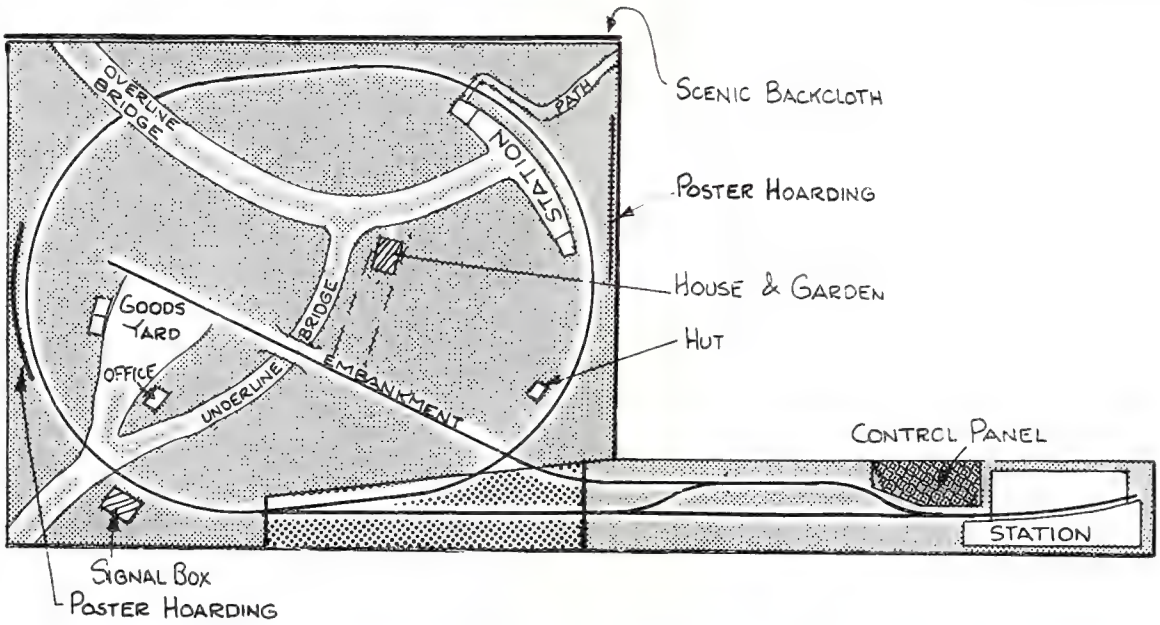
A single-platform station is served by the circle and track through it, in common with the goods yard and terminus, can be isolated; this enables a reasonable amount of shunting to be carried on and some realistic passenger and goods train workings with only two engines. The station and goods yard are approached by roads—made by gluing the board and sprinkling it with very fine grit—and there are both over- and under-line bridges. The latter is cut through the goods yard approach embankment. In the opposite direction the road crosses the railway before running off the edge of the board and the line is protected by level crossing gates soldered from 16 s.w.g. wire.

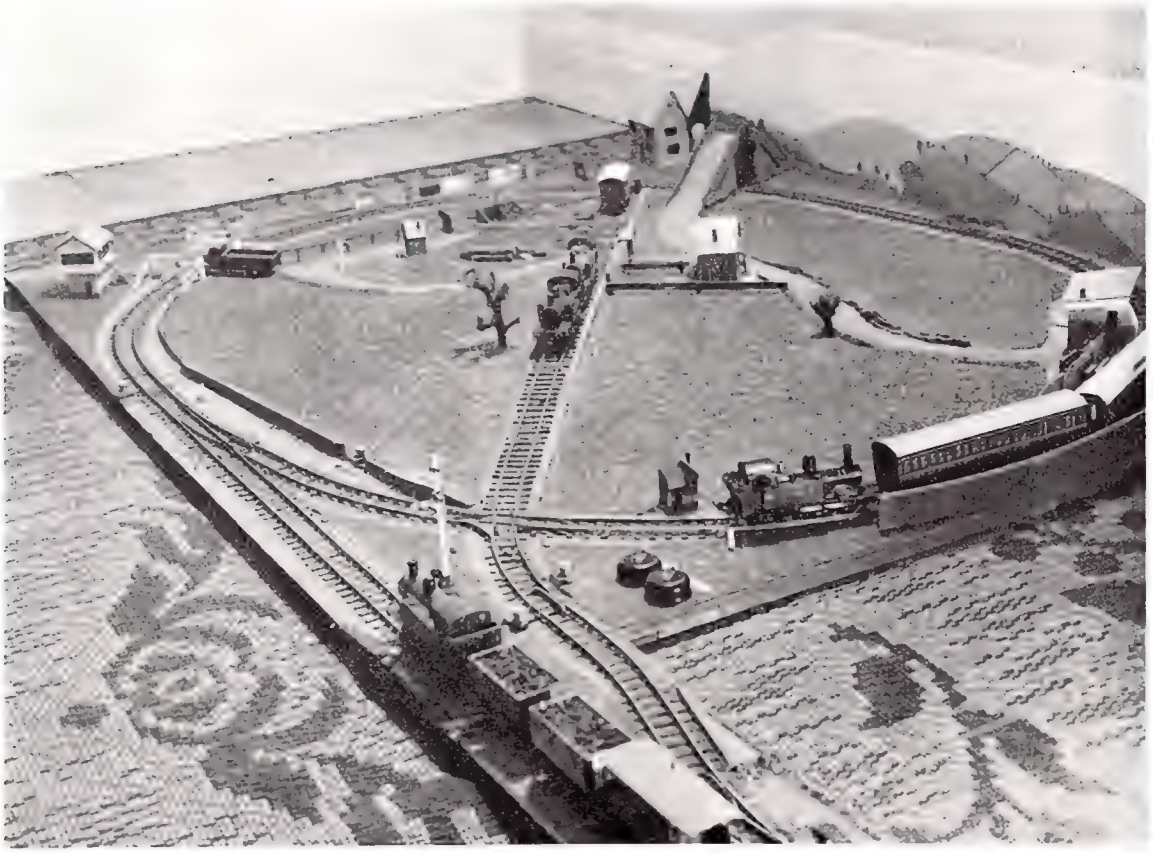
There are a number of buildings on the layout in addition to the stations—a signal box, an office, a hut, and a cottage—and all are cut from solid wood, covered with commercial building papers and screwed in position. The greater part of the large baseboard is, of course, grassed. For this a reasonably realistic representation has been achieved with felt of a suitably mottled green colour. It is glued directly to the baseboard and embankment. The surface of the material is improved by scratching with a wire brush and the fluff pulled off in the process was used for foliage of the trees and hedges. The trunks and branches are cut from natural twigs; there is no point in making substitutes when the real thing does the job realistically.

The layout is simple and claims no novel features, but it serves its purpose and its construction and scope can be recommended to anyone who wants to make a start.

Left: a close-up of the goods yard.

Right: the line laid out on the carpet—trestles would be an advantage for normal operation.

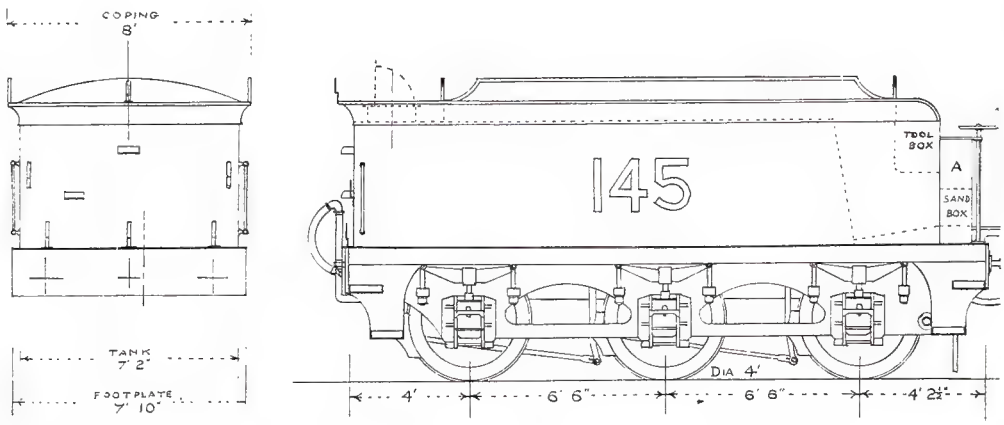

OVERLINE BRIDGE
PATH
STATION
SCENIC BACKCLOTH
POSTER HOARDING
HOUSE & GARDEN
BRIDGE
GOODS YARD
HUT
OFFICE
UNDERLINE
EMBANKMENT
CONTROL PANEL
STATION
SIGNAL BOX
POSTER HOARDING



CLASS D 4-4-0

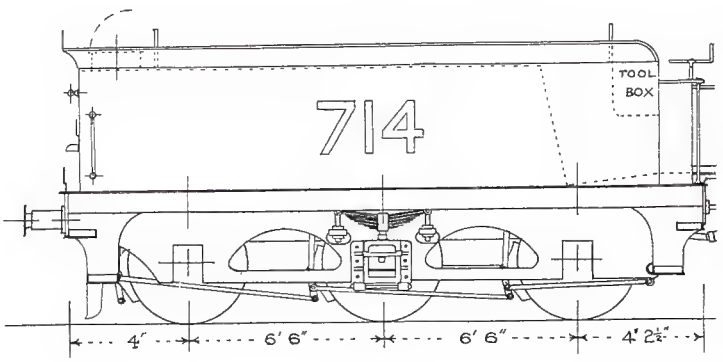
S.R. (ex-S.E.C.R.)

The class D 4-4-0 of the S.E.C.R. was designed by Harry S. Wainwright and built from 1901-7. The class comprised fifty-one engines, but in 1921-7 Maunsell rebuilt twenty-one of the class into Class D1. Details of the numbers carried by these locomotives are to be found in F. Burtt's *S.E.C.R. Locomotives*, which gives the original S.E.C.R. numbering. On the formation of the Southern Railway the numbers at



CLASS C 0-6-0

S.R. (ex-S.E.C.R.)



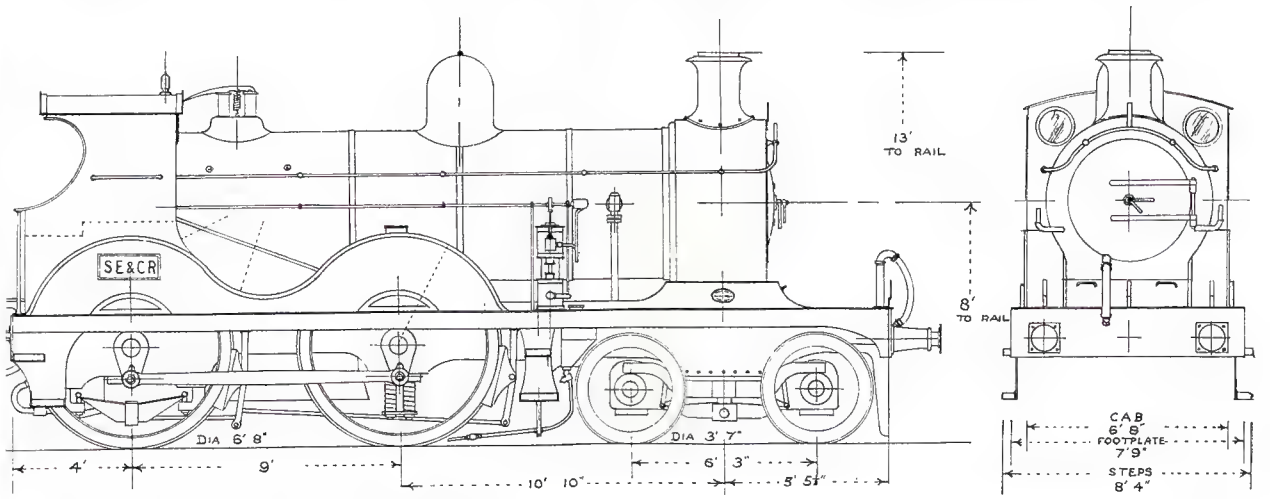
The Class C 0-6-0 was built by the S.E.C.R. under Wainwright in the years 1900-8. The class comprised 109 locomotives, the numbering being completely irregular, full details being given in Burtt's *S.E.C.R. Locomotives*. Nos. 247 and 711-25 were fitted with Westinghouse brake equipment, as shown on the drawing of 714 above, the Westinghouse pump being the equipment immediately in front of the cab. The twin cylinders carried on the footplate immediately in front of the dome are Stirling's steam reversing

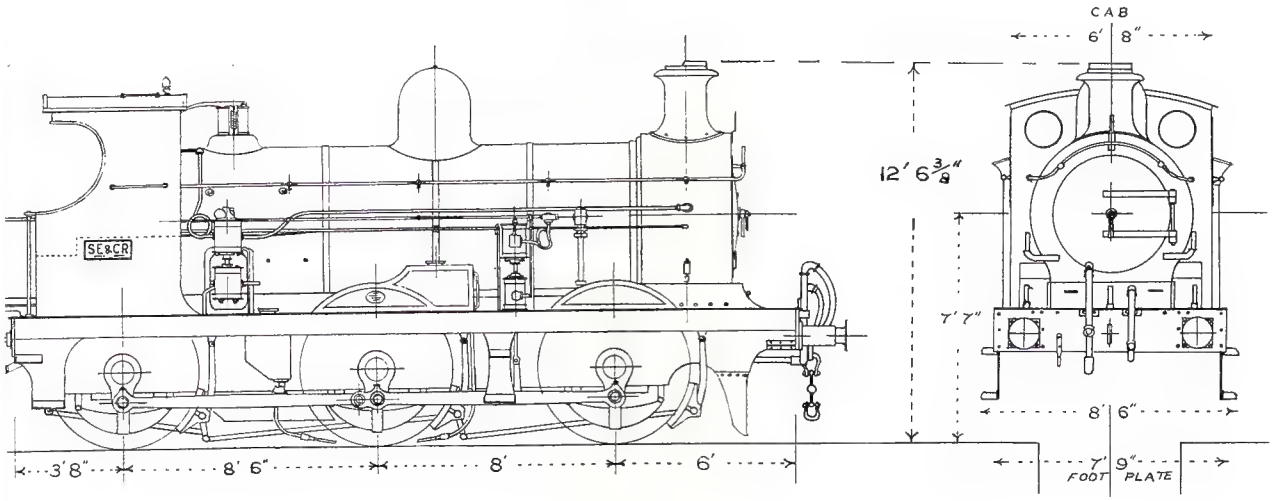
Drawings full size 4mm. scale.

first received the suffix "E," but later 1,000 was added to each number and the suffix abandoned. Later still, on the formation of British Railways, 30,000 was added to the Southern Railway number on the remaining examples of this class.

Naturally, in the course of time these engines have appeared in many liveries: their original ornate bright green and polished brass, the dark grey of World War I, the S.R. green, both olive and malachite (though in all probability few unrebuilt Ds achieved this latter colour), the unrelieved black of World War II, and finally the mixed traffic lined black of the present day.

As it is impossible to be dogmatic as to the exact appearance of a particular locomotive of a class, it is advisable to use photographs to check small details.





gear, which was a standard fitting on S.E.C.R. locomotives of this date (it can also be seen on the D class drawing above).

As with the D class, the original numbers were increased by 1,000 under the Southern Railway, and by 30,000 by British Railways. Similarly, the locomotives passed through a gamut of liveries, and once more a study of photographs is advisable if extreme accuracy in this detail is desired.

Do It Yourself! No. 12

TREES

by Noel Cheney and A. S. Taylor

SOME time ago there appeared in these pages an inspired article by Mr. C. H. Neighbour* on the subject of tree construction. From the photographs there was no doubt whatever that the "Neighbour" trees were far superior to anything of the type previously produced; so when our time came to construct some trees for our own use out came Mr. Neighbour's article and we set to work following his instructions stage by stage.

As is always the case, we found a few snags—perhaps we failed to read the instructions carefully enough—and we were, we think, able to simplify in one or two ways. This article then is intended not to supplant but to supplement that of Mr. Neighbour, for our procedure is substantially his. To Mr. Neighbour we acknowledge our indebtedness, and also to Mrs. Neighbour, whose inspiration it was to use dried tealeaves. The accompanying photographs will show whether or not we come up to the necessary standard of tree construction by what we believe to be a simplified procedure.

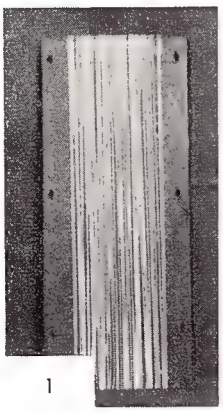
For materials we use 34 gauge cotton-covered winding wire, Casco glue, dried tea-leaves, dark green cellulose (G.W.R. green is ideal) and shades of light green, brown and yellow artist's oil colour.

The procedure is as follows:

1. Around a piece of plywood of a length a little greater than the height of the tree to be, wind a number of turns of the wire (firs and pines 50 turns, medium trees 75 turns, large tree 100 turns).

2. Cut the wire along one end as though cutting rug wool. This gives twice as many loose ends as there were turns.

* September 1952.



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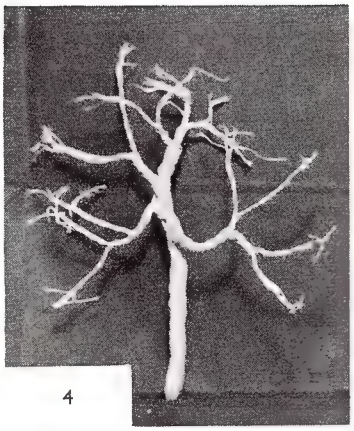
3. Slide out the plywood and wind the "trunk" between the fingers, starting at the non-cut end.

4. "Sprout" branches where desired to form type of tree required, giving each branch half a dozen firm twists before winding a bit more trunk.

5. When all the branches are formed, each containing quite a number of wires, start to splay out each individual wire. Start at the top and splay them out horizontally, then, as you come farther down the tree, tip up the angle until the wires are roughly in a plane as indicated in the small diagram. The wires forming the bottom branches will be found to be fairly long and can be doubled back and out again with benefit, so do not snip them off.

Left: an "elm" tree on Noel Cheney's layout.

Right: a leafy corner of A. S. Taylor's West of England Line.



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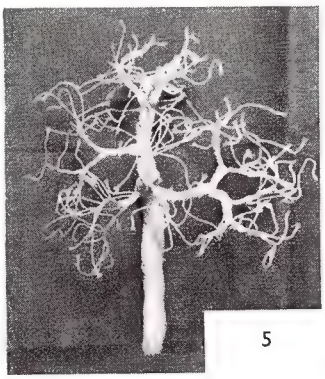


5

6. Having shaped the tree to taste, dab Casco glue on the lower branches and immediately sprinkle with dried tea-leaves. Proceed up the tree. We found that to dab on the glue with a brush was superior to dipping, as the latter tended to upset the shape of the tree. A second application can be made after about half an hour. We have found that two applications are sufficient for coniferous trees, but that deciduous trees mostly require three dressings of the tea-leaves.

7. *Painting.* We found that oil colour, thinned sufficiently for spraying, gave rather too little base for the first coat; it is, however, first-class for finishing. Having some G.W.R. green cellulose handy, we decided to give a very full coat of this all over and to lighten and shade with the oils. The beauty of oil colour is its translucency and ability to blend. Cellulose did not prove suitable as a "top dressing," for its coverage was too great. The shade of oil colour known as chrome green pale, when thinned and sprayed over the dark cellulose in varying degree according to the shade required, gives a very fine result, lightening the basic green. It dries a little lighter still. Raw sienna, too, is excellent for those trees whose leaves are not yellowy. Remember that oils will stay on top of cellulose, but that the reverse is not the case. The trunks have to be done by hand, raw sienna and burnt umber in various proportions to taste being suggested. A light application of oil varnish from above completes the painting.

8. *General.* We found that the cotton-covered wire, when well twisted, gives a very good representation of bark and needs no treatment other than painting. The cotton also tends to hold the adhesive better when forming the leaf clusters.

"Planting" is done by setting the trunk in a suitable hole in the baseboard and spreading a little plaster "earthmix" round it.

The application of the basic colour is a much more considerable business than would be imagined. A "Celspray" would do it, but would take time. For the lightening process a "Celspray" works very well. When spraying the thinned oils, thin well down with turpentine or white spirit and be careful to strain (through old nylons), for oils tend to gum up the spray-gun. For that reason it pays to spray some quantity of thinners through neat after painting is finished in order to ensure cleanliness of the gun.

Exhibition Preview

THE CHRISTMAS SHOW

Corn Exchange, Manchester

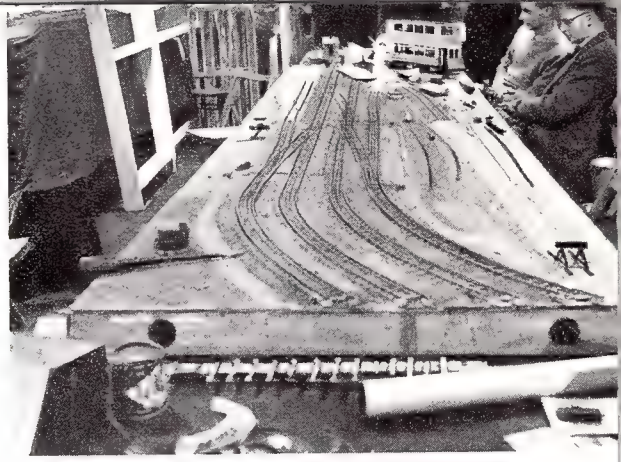
December 21, 22 and 23

THE annual exhibition of the Manchester Model Railway Society is surely unique. Its period of staging is highly appropriate, though at times a little wearing for the long-suffering wives of the club members, whose Christmas preparations are regularly sabotaged in a good cause—not so much by the absence of their husbands, but rather because they too are to be found at their posts, helping to run the exhibition.

Bob Inkster's "O" gauge Bury-Bacup twin car set, built in a hurry for last year's exhibition. In front can be seen the start of a new model of the Manchester-Buxton cars.

The Corn Exchange is perhaps one of the most suitable sites for an exhibition. Light and airy, its triangular plan imposes a distinct pattern on the show, and ensures that the visitor approaches each exhibit from half a dozen different angles. This, strangely, has the effect of increasing the interest, as it often reveals an unsuspected facet that the more normal approach would hide, while one gains the impression that the exhibition is several times as large as it actually is.

The Manchester exhibition is well known for its working layout and the ever-growing tram tracks.



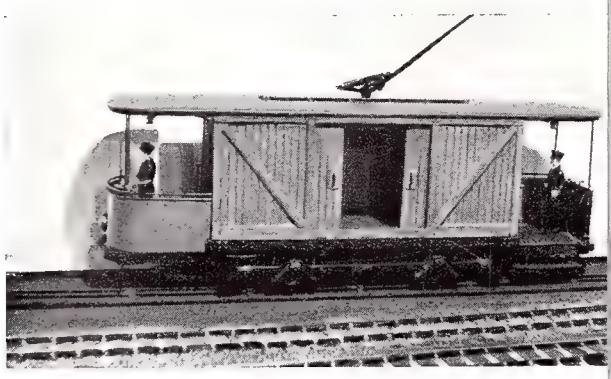
Two sections of the society's "O" gauge track undergoing reconstruction for the coming exhibition.

Indeed, last year one cynical visitor was heard to ask if the Manchester Tramway Society had a railway section. It is strange that the public, which could not find words bad enough to describe tramways during their life, has since their virtual demise taken them to its heart, for no tramway layout is without its crowds.

The "O" gauge exhibition layout will, as always, form the centre-piece of the show. If the running here partakes a little of tail chasing it will not worry the general visitors, who love it, but will ensure that there will be space around the static stands for the true enthusiasts to see the models, for the Manchester club has many fine modellers in its ranks, and we understand that there are several fine new models to be seen. We have seen something of them during their construction, and if their early promise is not belied, a most unlikely happening, there should be plenty to satisfy the most exacting critic.

But to visit the Manchester exhibition merely to see the models is to miss the best part of the show. The M.M.R.S. prides itself on its hospitality, and has an especial welcome for all fellow modellers, who should make themselves known to the stewards. The society includes all sorts—model bashers pure and simple, gen men and time-table fiends as well as skilled craftsmen. Don't miss this opportunity of making friends!

A free-lance permanent way tramcar, built by thirteen-year-old Rodney Oakley.



Prototype of the Month

CASTLETHORPE

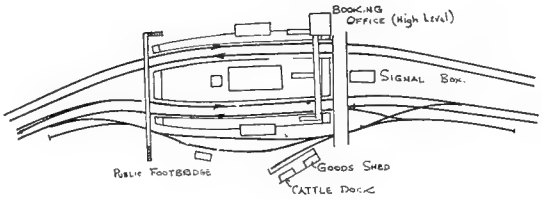
by C. Gordon Watford

Platform shelter.

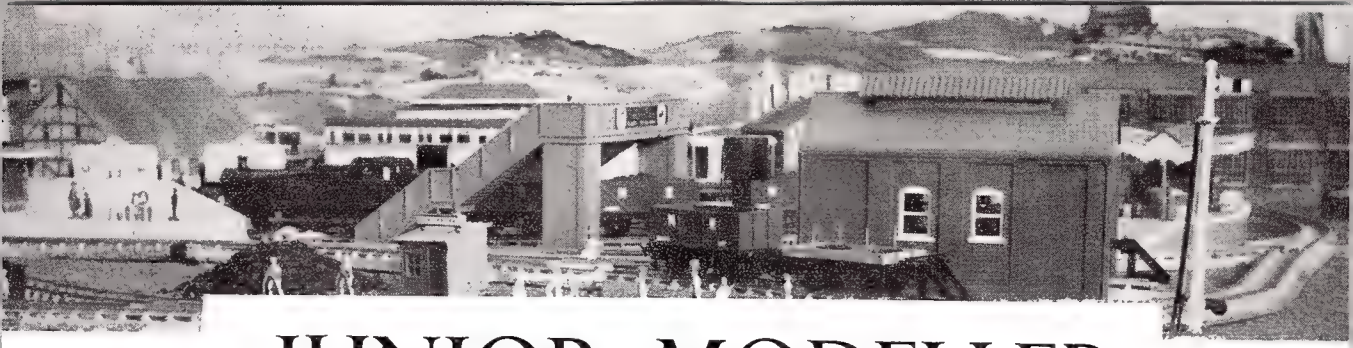
FOR the premier line enthusiast who desires quadruple main-line running. Castlethorpe station, on the main line north of Bletchley, offers some interesting modelling possibilities. Although there are two single slips and a three-way point at the entrance to the goods yard, one cannot overlook the attractiveness of the layout as a whole. An interesting fact is that there is no physical connection between the "fast" lines on the down side of the station and the rest of the layout.

The platforms are long and wide, with waiting rooms, etc., on them, while the footbridge connects them with a high-level booking hall. The road bridge over the station is a most interesting feature, and would make a convincing model in brown brick. The signal box is a lofty L.N.W.R. affair, of the same tone of brick. Construction of the bridge and signal box could, perhaps, be in one piece, to strengthen the structures. The goods shed is a very small building of timber construction, adjacent to which is a small cattle pen, both of which are located on a short concrete goods platform.

Having no facilities for loco stabling, and no carriage sidings, the station would best suit a fairly large layout, on which a second and larger station would cater for these essentials. Main-line passenger trains of anything up to fourteen coaches are to be seen at the station, hauled by most main-line types of L.M.S. locos. Goods trains are worked chiefly by the L.M.S. 4F class 0-6-0 locos.



Island platform buildings.



JUNIOR MODELLER

IMPROVING THE CHRISTMAS TRAIN SET

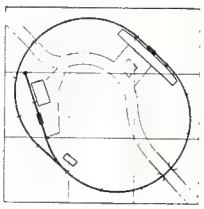
The traditional entry to the hobby is through the Christmas train set. We have therefore taken the entire Junior Modeller section to describe how a simple set can be transformed into a proper model railway, with baseboard and simple scenery.

TRACK REQUIRED

Hornby-Dublo : 7 curves, 1 straight, 1 curved terminal, 2 uncouplers, 1 right-hand point, 1 buffer.

Tri-ang : 12 curves, 1 straight, 2 uncouplers, 1 right-hand point, 1 buffer.

Trix : 12 curves, 1 straight terminal, 2 uncouplers, 1 right-hand point.

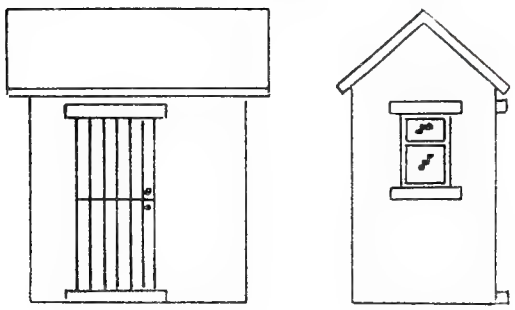


All drawings full size.

ONE afternoon two years ago, I was sitting at my drawing board reading the latest issue of the RAILWAY MODELLER when the section leader approached. It would have looked very obvious if I had made to cover up the magazine with a drawing, so I decided to come clean. Much to my surprise, the section leader told me that his two young sons had had a Tri-ang train set given to them for Christmas, but they could not keep the rails connected, nor the locomotive on the track. Had I any suggestions? I told him that the easiest solution was to screw the rails down on to a table top. Anyway, to cut a long story short, he said that he doubted if he could make a decent job of it, and asked if I would build him up a small layout without involving him in too much expense. The drawing shows the resultant layout.

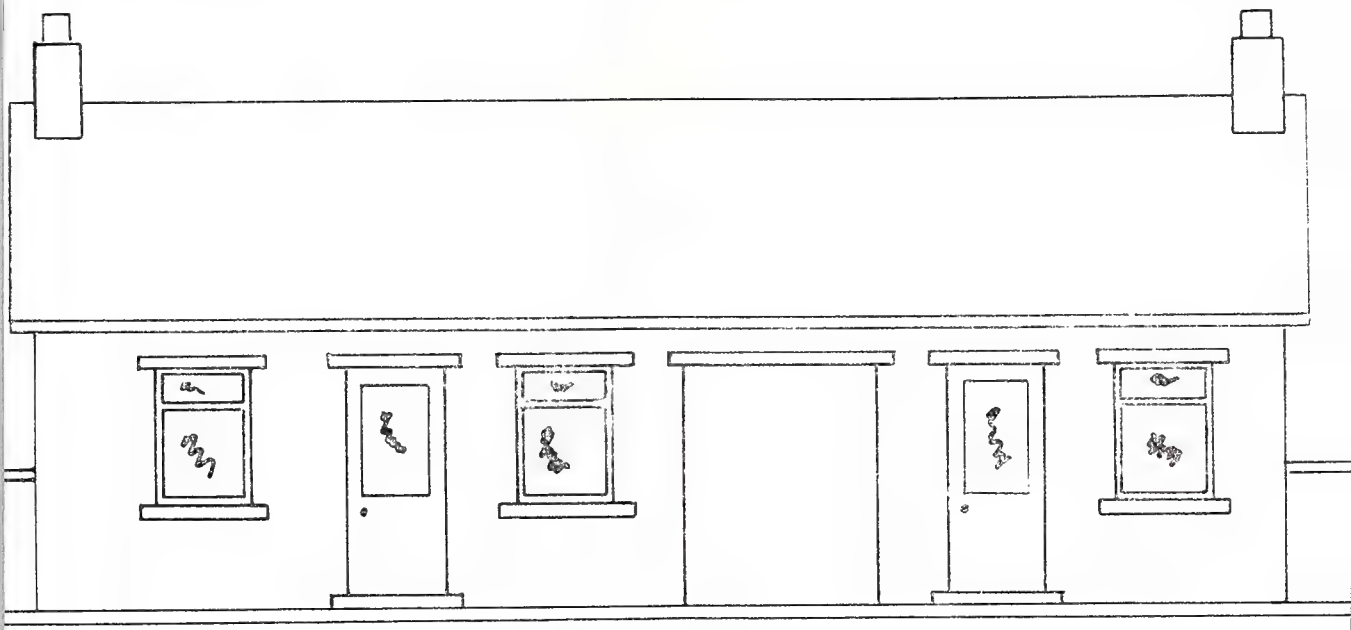
From a woodwork shop, a rejected dining table top, 3ft. x 3ft., was purchased for the grand sum of ten shillings. The extra rails were bought and then the rails being secured with No. 2 right-hand screws, and the circuit was erected on the baseboard, it was necessary to trim the end of one of the straight rails in the siding to fit it inside the curve, but as buffer stops were to be fitted I considered this an improvement. Uncoupler rails were provided, one on the opposite side of the oval to the point and the other in the siding. A Tri-ang controller was screwed to one corner of the baseboard, and two leads were taken to the rails (run under the baseboard) and plugged in place. At this stage the baseboard was painted grass green, with a $\frac{1}{2}$in.-wide grey strip, to match the track base, around the rails. Roads were painted black, with the necessary white lines in places. Balsa wood was used to build up the ramps of the level crossing. Due to the extreme youth of one of the line's owners, fences were not provided ; they would have been too easily damaged when farming operations were in progress. For a similar reason, the buildings were not finished off with chimney-pots (except the passenger station) or with guttering and water-pipes. The buildings were made from $\frac{1}{16}$in. balsa wood and thin cardboard. The doors were drawn on paper and painted with water-colours. After assembly the walls of the various structures were covered with brown brick paper and the roof with blue tile paper. Posters and station notices were stuck on the buildings to give a railwaylike atmosphere. The buildings were made removable, tongues being left on the platforms or the baseboard to locate them.

Gateman's hut.



Drawings are given to enable interested readers to copy them, and constructional notes will appear next month.

I have not shown a platform height for either the goods depot or the passenger station. If you are modelling them, the actual platform height can easily be measured from the layout. The end view of the passenger station is similar to that of the goods depot —no window though. The back wall of the passenger station has no windows or doors. Access is by a flight of stairs leading from the baseboard to the " tunnel " through the building. The flight of stairs can be made the same way as those for the signal cabin, namely



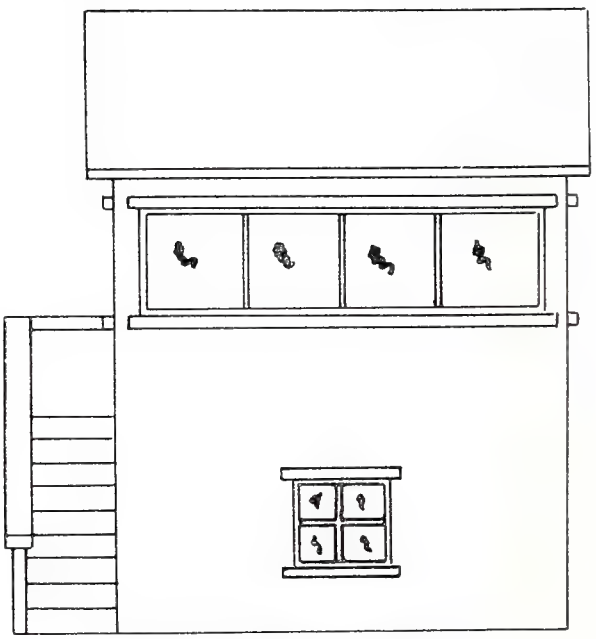
Station building.

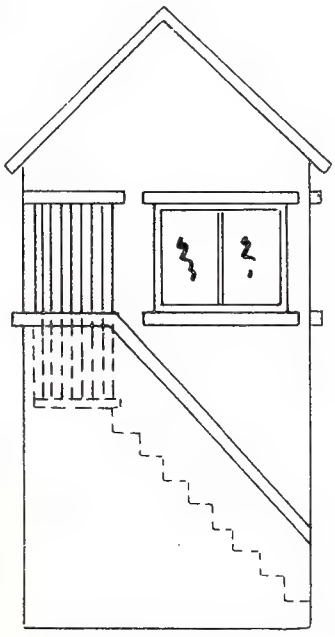
layers of $\frac{1}{8}$in. balsa wood glued one on top of the other.

Power to operate the line was provided by a Tri-ang transformer/rectifier unit, the leads to the controller being extended so that the "high-voltage" side of the job was safely out of the young operator's reach.

This line was built in two or three evenings' spare time and gave many long hours of pleasure to its owners.

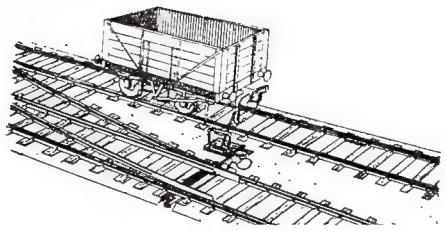
A.W.





Signal cabin.

Peco Topics



CHRISTMAS IS COMING!

WITH the festive season but a few short weeks ahead there is little time to undertake anything far-reaching in the way of track or baseboard alterations if the railway is to be in running order on the great day. This, surely, should be our aim, for Christmas Day is traditionally the time when all good men get down to the ancient and honourable game of playing trains, so we, who recognize that this is no mere seasonable whim but a worthwhile all-the-year-round hobby, should take particular pains to see that our layouts are in tip-top order. We can then demonstrate the superiority of a properly designed layout, raised on a baseboard to a comfortable working height, over the common circle on the carpet.

If we have laid our line on a wood fibre softboard baseboard, which has been properly braced at the recommended intervals (12in.), then there should be no trouble, especially if we have used either Pecoway or spiked track components. Given these basic essentials, good running can always be achieved with the minimum of trouble—in fact, nothing more than routine cleaning will ensure success, given good locomotives.

As we have suggested, Christmas is the ideal time to interest newcomers to the hobby, and what better introduction could there be than a demonstration of scale railway modelling on a well-laid-out model railway?

This is, of course, one way of enlisting outsiders to the hobby, but an even better way of clinching matters is to make a present of some piece of model railway equipment which will set a beginner's feet on the right tracks—Peco!

Talking of Peco tracks, what better introduction than a length or two of Pecoway or one of the new spiked track packs? These will start the newcomer on the right lines without a doubt. Moreover, such a present can cost as little as 2s. 7d., for which one can get a single length of standard A Pecoway, while the top limit lies only in the depth of one's purse.

The new spiked point kits at 7s. 6d. will also make an attractive present, particularly as they are a "do-it-yourself" kit, and provide the lucky recipient with two pleasures, that of receiving the gift and that of making it up.

These gifts are of greater interest to those whose railways are still in the embryo stage, but the famous Peco Wonderful Wagon kits are suitable presents for anyone with a model railway, for there are standards to suit all the popular proprietary train sets as well as scale layouts. Here again the pleasure is doubled, as the kits have to be assembled, while the standard price, 7s. 6d., renders them well within the most modest of budgets. Indeed, the magnificent present—a complete set of sixteen varieties—costs only £6, an ideal present for a close friend or relative (wives please note!). Remember, these kits are absolutely complete, there are no extras, and only a tube of glue and simple tools are needed for assembly.

For the more experienced modellers the Peco chassis kit (6s. 3d.) and underframe kit (4s. 8d.) will provide a basis on which to build an individual wagon, while Peco-Simplex auto-couplers (2s. per set) will never come amiss, nor will a few sets of spoked nylon wheels (1s. 4d.). These tiny oddments are always useful stock for the real enthusiast, who is often seized with an urge to make a particular wagon when his regular retailer has closed for his hard-earned break—and over Christmas the shops remain closed for some considerable time!

Items such as this would make excellent presents to tie on the Christmas tree (we do hope all wives are looking over their husbands' shoulders—these words of wisdom will ensure a happy atmosphere in the home this Yuletide), but we have deliberately left to last a small, insignificant but invaluable accessory, suitable as a packet on the Christmas tree or as an extra in the small boy's stocking to go with his train set—the 1s. 10d. Peco rail cleaner!

NOTES AND NEWS—*continued from page 291*

AMERSHAM MODEL RAILWAY SOCIETY

A model railway society has recently been formed in Amersham, Bucks. Premises are available seven days a week and a permanent layout is planned. Anyone in the district who is interested in model railways and would like to join us should contact the acting secretary, Mr. D. N. J. Swains, 5 Meadow Way, Hyde Heath, Amersham, Bucks.

BIRMINGHAM MODEL RAILWAY CLUB

On December 15 the above club will be having its annual social. The exhibition layout will be run and members are invited to bring their models as static exhibits. Prizes for the best models in various classes will again be awarded. Inquiries to Mr. G. R. Driffield, hon. secretary, 5 Plough and Harrow Road, Edgbaston, Birmingham, 16.

BOGNOR REGIS MODEL RAILWAY CLUB

Work is progressing on the "OO" gauge layout at the club's new headquarters at the rear of the Railway Hotel, Barnham, and it is hoped to commence running operations very shortly.

Working nights are held every Tuesday and Friday, with a general meeting on the last Friday of each month.

Full information regarding membership can be obtained from the hon. secretary, Mr. E. G. Kay, "Shalimar," Nyton Road, Aldingbourne, near Chichester.

NORTHOLT MODEL RAILWAY CLUB

The "O" gauge section has erected nearly all the baseboards for its layout. The two-rail section has completed its main oval and is able to run on it. Signalling and electrical interlocking are being installed on the stud-contact layout. New members would be welcome. Inquiries to the hon. secretary, Mr. J. F. Matthews, 63 Hunters Grove, Kenton, Harrow, Middx.

CLUB NOTICE BOARD

featuring popular personalities and society news

Personality Parade No. 60

Philip C. Thurlow

Rotherham M.R.C.

P. C. THURLOW, in common with most, was first introduced to the model railway hobby by receiving in 1936, at the age of nine, an "O" gauge Hornby clockwork train set. This soon developed into a model railway by various additions at later stages, and by virtue of the fact that the model railway had somewhere to go and a reason for going. When war was declared, and additions became more difficult to obtain, the railway was packed away and remained so until after P. C. Thurlow's demobilization early in 1948.

During the time the railway was not in use, household removals had taken place and an attempt on a scale "O" gauge model was made. Space proved to be a big problem, which caused a change to "OO" gauge. Various domestic upheavals, marriage, birth of a son and daughter, etc., followed, so that railway modelling was more a theoretical hobby rather than a practical one.

During 1954, with others, Thurlow helped in the formation of the Rotherham Model Railway Club and was elected secretary. This proved to be ideal, because a layout at home was not at the time possible and the building of a layout along with fellow enthusiasts for the club was a case of being able to put theory into practice.

Scenic work holds more attraction than the actual running of a model railway, though an attempt on a working "OO" gauge tramway system is on the list for future planning.

Recently, Thurlow, who is an analytical chemist (metallurgy), has become editor of the Rotherham Model Railway Club journal, the *News Train*.

Other interests include joinery, photography (and all that it entails) and a desire to see model railways acknowledged by the general public as an adult hobby.

NOTES AND NEWS

Copy for these columns must be received five weeks before publication.

THE EDINBURGH AND LOTHIANS MINIATURE RAILWAY CLUB

At the annual general meeting of the above club, held at Simpson House on September 18, 1956, the following new office-holders were elected: president, Sir Eric A. O. Hutchison, Bart.; chairman, Mr. K. Northwood; hon. secretary, Mr. R. P. M. T. Barrett; hon. treasurer, Mr. D. K. Craighead.

A programme for the remainder of the year 1956-7, including an exhibition to be held on the club's premises during April/May 1957, will be issued next month.

Modellers in and around Edinburgh are cordially invited to attend the club's "working night," held every Tuesday from 7.30 p.m. to 10 p.m. at Advocates Close, High Street, Edinburgh 1.

Information regarding membership, etc., may be obtained from the hon. secretary, Mr. R. P. M. T. Barrett, 26 Dalrymple Crescent, Edinburgh 9.

THE GAUGE "1" MODEL RAILWAY ASSOCIATION

The annual general meeting of the association will be held at the London headquarters of the Model Railway Club, by kind permission of the club, on December 8, at 3 p.m. Following the formal business, a track session will be held, and facilities will be available for both steam and electric running. It is hoped that as many members as possible will take this opportunity of giving their rolling stock a proving on the association's track.

All enthusiasts interested in Gauge "1" will be welcome at this meeting, and they are invited to contact the hon. secretary, Mr. J. T. van Riemsdyk, at 40 Bancroft Avenue, London, N.2, for further particulars.

NOTTINGHAM RAILWAY CLUB

The third annual general meeting took place on October 2, when the following officers were elected: chairman, Mr. Adrian J. Le Mottee; secretary, Mr. John B. Denison; treasurer, Mr. J. H. Gibbons. Messrs. Price, Smith, Torr and Yeomans were elected as committee members.

Work is proceeding on the "O" gauge layout and the club is commencing the building of a narrow gauge (7mm.) layout and a small portable "O" gauge layout to universal standards. Its large "OO" layout is in course of being stripped down and completely serviced. Instructional classes in all aspects of the hobby have been arranged and it would appear that these will be well patronized.

It is hoped to hold the first exhibition next September, but plans for this are not yet completed.

New members are always welcomed to any of the club's meetings, which, as before, are held each Tuesday and Thursday evening; the first Tuesday of each month being a general meeting for lectures, discussions or film shows, the remainder being devoted to work on the layouts, operating or instructional classes. All meetings are held at Woodthorpe House, Mansfield Road, Sherwood. Anyone interested in joining should attend any meeting or contact the secretary by letter or telephone 27-1332.

ORPINGTON AND DISTRICT MODEL RAILWAY CLUB

The new club year commenced on October 5. Work is progressing on new "O" and "OO" gauge layouts in anticipation of an exhibition in September 1957. Meetings continue to be held at 8 p.m. on Fridays, platform 1, Chislehurst station, Chislehurst, Kent. Hon. secretary: Mr. R. Clark, 163 Poverest Road, Orpington, Kent.

(*Continued on page 290*)

DECEMBER MEETINGS

BIRMINGHAM MODEL RAILWAY CLUB

6 Track night.
12 Track night
15—Annual social.

EDINBURGH AND LOTHIANS MINIATURE RAILWAY CLUB

13 Reminiscences over forty years of repairing motor vehicles. Mr. J. H. Farr.

HISTORICAL MODEL RAILWAY SOCIETY

1 Annual general meeting.

HODDESDON AND DISTRICT MODEL RAILWAY SOCIETY

5 Layout construction.
8 First annual exhibition.
19 Film show.

MODEL RAILWAY CLUB

6 Annual social. At Caxton Hall, S.W.1.
20 Track night. L.N.E.R.

TEESSIDE SOCIETY OF MODEL ENGINEERS (SMALL-SCALE MODEL RAILWAYS GROUP)

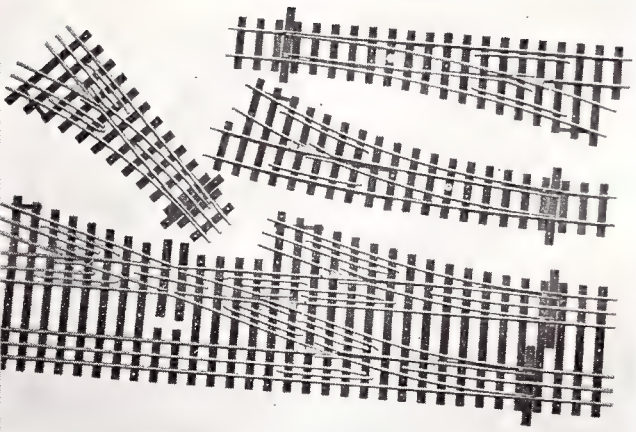
12 Building a colour slide projector, with demonstration. Mr. C. M. Brittain.

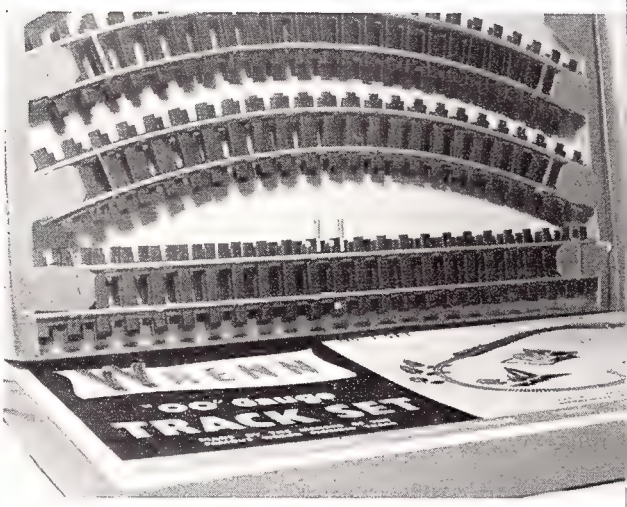
WIMBLEDON MODEL RAILWAY CLUB

12 Great Eastern Railway, by Mr. J. Gardner

NEWS AND VIEWS OF TRADE INTEREST TRADE

NEW WRENN PRODUCTS





THE Wrenn range of universal track parts has been enlarged by the addition of five new items. Of these the most interesting from the modeller's point of view are the new points, a 36in. radius turnout, a curved point with 36in. and 24in. radii, a 15in. radius turnout and a 24in. radius double junction. We illustrate the points above. They are available in two-rail and three-rail versions.

The standard of workmanship on all pointwork is fully up to the extremely high quality we have come to associate with Wrenn track. They are supplied on firm display cards giving full wiring and assembly instructions. These points, used in conjunction with the existing Wrenn range of track and points, enable almost every conceivable layout to be constructed.

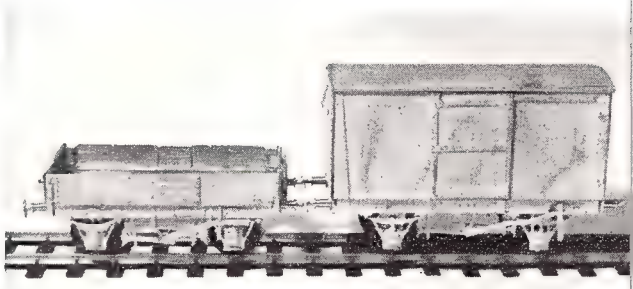
The prices are: 36in. radius point (straight or curved), 11/- two-rail, 12/10 three-rail; 15in. radius point, 9/4 two-rail, 11/- three-rail; double junction, 36/4 two-rail, 39/11 three-rail. All points are available in right- and left-hand patterns.

Our second illustration shows the Wrenn track set, which for 27/- provides an oval of two-rail track with 15in. radius preset curves giving an oval with overall dimensions of 56in. x 32in. The sections are complete with fishplate and a good supply of fixing screws is provided. This set provides the complete beginner with a basic formation from which he can build up a larger system, and would make an excellent Christmas present for the younger enthusiast.

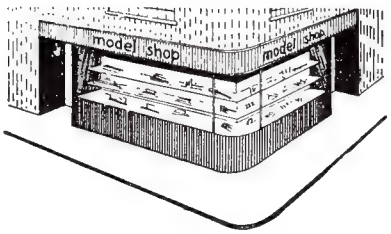
All good tracks require a suitable baseboard, and so Wrenn are supplying baseboard framework kits for 5ft. x 3ft. and 6ft. x 4ft. baseboards. They are made from top-grade timber, beautifully finished, the sections being joined by close-fitting dowels and the necessary countersunk woodscrews for jointing being supplied with the kit. Only the 6ft. x 4ft. frame has any cross bracing, and this takes the form of a single central member. The top surface is not supplied, and must be provided by the builder. The 5ft. frame (which suits the Wrenn track set) costs 27/6, the 6ft. x 4ft. 35/-.

To complete the picture, the new Wrenn ballast strip is available. This is a 1⅝in.-wide plastic foam strip, which can easily be curved to suit the track formation. It provides a resilient base for the track, and is obtainable for the modest price of 11d. for a 6ft. 3in. length.

MORE K'S WAGON KITS



WINDOW



The range of wagon kits from K's continues to grow apace, and we illustrate two of the most recent additions—the L.N.E. 12-ton van with corrugated ends and the eight-ton low-sided ballast wagon.

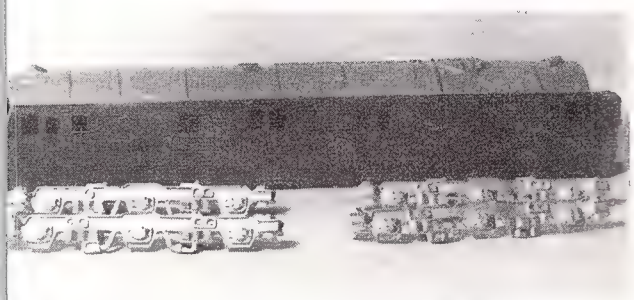
We will briefly recapitulate the standard specification of a K's kit, which consists of super-detailed sides, axleguards and roofs cast in a lead-based alloy. The parts, after a little cleaning up, dovetail together and can be assembled with a suitable adhesive, such as Pafra. Each kit is an individual production, the only parts common to all kits being the turned brass buffers.

No wheels or couplings are supplied; the modeller selects his own to suit his personal standards. The parts are supplied unpainted. In the vehicles under review no floors are supplied, which is, of course, unnoticeable in the box van, but it is a simple matter to slip a piece of card into the open wagon. The buffer beam is correctly slotted for three-link couplings, but the modeller must make his own provision for fitting auto-couplings.

The detail of both kits is superb, the eight-ton wagon being fitted with single side brakes, as befits its ancient lineage. This wagon is also fitted with a slight modification of the brake-lever housing which simplifies the assembly considerably.

The box wagon kit costs 8/3, the open wagon 4/-.

THE KIRDON DIESEL KIT



We have received from Kirdons a sample of their kit for the 10000 class L.M.R. diesel body. The body is moulded in polystyrene and can easily be assembled with the special cement provided, after all flash has been removed. The kit includes all necessary fittings, buffers, horns, battery boxes and bogie sides, the latter being undrilled for bearings.

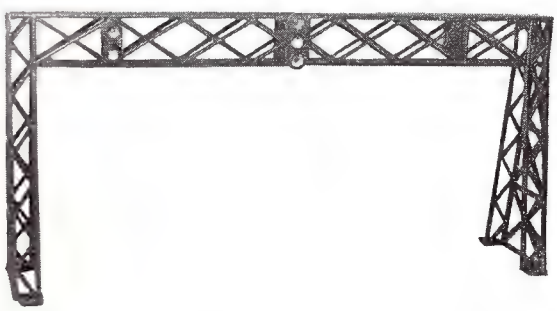
The body carries full details of louvres, doors, inspection hatches, etc., and is fully self-coloured, only slight touching in and the provision of aluminium lining on the raised lettering and the continuous strip around the body being necessary.

The kit costs 14/9 and includes instructions, cement and polishing paper, but does not include wheels, couplings or motor.

NARROW-GAUGE PARTS FROM K'S

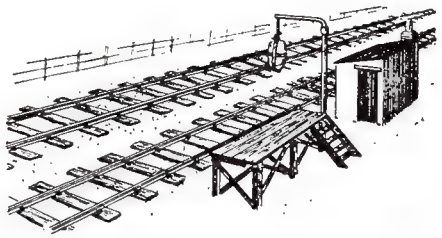
One of the commonest queries we have had for many years is for a source of supply of wheels smaller than the standard 12mm.-diameter wagon wheel. K's can now supply disc wheels to "OO" standards, less axles, of 10mm., 8mm. and 6mm. diameters, which are suitable for use on all narrow-gauge and special vehicles. The wheels cost 3d. each, and are accurately turned in brass and drilled for a standard axle. We are pleased to be able to draw our readers' attention to this useful extension of K's range of parts.

MASTERMODEL SIGNAL BRIDGE



The Mastermodel signal bridge, illustrated above, is a moderate-priced item (7/6) with many uses. As a standard gantry, spanning three tracks, it can carry either colour light or semaphore signals, which can be readily mounted in the top deck. This does not, however, represent the limits of its uses. It can serve equally well as the anchor span for overhead catenaries, the little additional clearance needed for this purpose being obtained by mounting the bridge on small wooden blocks painted to represent the prototype concrete foundations. Two, placed one on either side of a set of sidings, could carry an overhead crane. In fact, this useful structure can be utilized wherever a lattice structure has to span a reasonably large gap, and will considerably add to the atmosphere of an industrial scene.

READERS' LETTERS



NOISE

I was very interested to read in the current issue (October) of the RAILWAY MODELLER about Mr. Stanley Peters's experiments in the reduction of motor noise in locos.

I suggest that he has a shot at packing the body of the loco with ordinary plasticine, filling every nook and cranny tightly, ensuring, of course, that the packing is clear of the motor and all moving parts. I think he will find that although not eliminating noise completely it will certainly help to diminish it to a great extent and will add considerably to the weight of the loco.

New Romney. F. G. MCCAUGHEY.

Recent correspondence on "noise" has been very interesting. I feel that our aim must be to reduce to a minimum wrong noises. We must pay attention to noisy mechanisms and gearing, resonant superstructures, and track-laying underfelting. With regard to the former an electric motor must emit some form of hum, but attention to lubrication of motor bearings and gearing will subdue unwanted noise. With regard to gearing, we should make more use of nylon or fibre gears. Resonant superstructures have been experimented upon, and attempts to deaden them have not met with much success. We may try some kind of absorbent lining, but usually there is not much room for this. I have considered drilling small unobtrusive holes in the superstructure to break up the area of resonance and also release air vibrations. I feel that the trouble is not worth while. The plastic shroud on a G/F MT Stanier does make an excellent sound chamber, and when removed the loco is appreciably quieter. Underfelt does reduce track noise, besides giving improved running.

Having reduced the wrong noises to a minimum, we must insert the right ones. In this respect we must introduce a general background through something in the nature of an electrical amplifier with either L.P. records or tape. I have no doubt that the gramophone companies would produce "railway effects" if there was any demand. They might introduce besides the usual noises of whistles, escaping steam, banging and clanking, some realistic crashes reminding us that perhaps the lifting bridge has inadvertently been left open or the boat express has entered the dock, luckily dry, instead of pulling up on the quayside.

The day may come when some acoustics firm may produce an instrument for our purpose, which has an array of buttons activating recording tape, to produce individual sounds as required. Press a button and we hear an organ-toned B.R. whistle. Press another and there comes the slow, heavy blast of a starting train. Turn this button and the blast note increases in tempo. Another button might produce the sequence of clashes as a goods train retards on its buffers. A separate key would unlock the tape and allow it to wind back to the starting position for further use.

In answer to the October "Lobby" question, I would say our aim in the hobby is to retain always a sense of proportion. Scale accuracy is all right where it is needed, but with the average enthusiast there must be "a rightness" about our layouts which does not insist upon a micrometric mind. As long as nothing on the layout shrieks at us as being out of proportion, all is well. For illustration, my youngster sometimes introduces road vehicles alongside my line which are obviously suited to gauge "O." A package on a platform of the dimensions of a railway furniture container is obviously out of place. So I bump for the chief aim—a sense of proportion.

Colne, Lancs. H. PUGHE MORGAN.

I was very interested to read Mr. Stanley Peters's letter about motor noise, as I too have spent considerable time on the problem with success. To me the coffee grinder noise, as Mr. Peters so aptly puts it, is abhorrent coming from a small steam outline loco.

I will not state my "opinions," as I do not want to be dogmatic, but rather state my "beliefs" as the result of lengthy experiment, and consider that objectionable model railway noises can be put into two categories, those from the mechanism or motors therein and those from the railway itself.

As for motors, I have in use or have tested the original Dublo, Pitman D.C. 60, Romford flywheel types, K's flywheel types, Tri-ang Essar, Zenith 004 and Zenith motor bogie, and on my findings the best motor ever made commercially was the Zenith 5-pole Mark IV. The latter correctly installed, adjusted and lubricated is practically 100 per cent silent in operation at *scale* speeds. The problem of noise in small motors is very much coupled up with the bearings and the lubrication of them. It is very difficult to keep the light oil required in them, but in my case the problem has been largely solved by using graphite grease forced in with a Dermic oiler. This grease can be obtained from most specialist cycle shops and is also the ideal lubricant for worm drives. It is also noteworthy that the Pitman and latest Tri-ang motors are particularly silent in operation and have generous felt oil pads for the bearings. This seems to prove bearings the criminals.

Anyone who has seen Mr. F. G. Roomes's Midland locos operated at exhibitions will know that they are dead silent in operation, yet the motors are Zenith, and the only thing outstanding apart from the motors is the undoubtedly very careful assembly of them into the chassis.

A prolific source of reverberating noise is a worm wheel not concentric on the axle or not running true and too much slope on the axle, causing varying degrees of mesh. The nylon sets at present on the market are not the answer, unless properly assembled into the chassis.

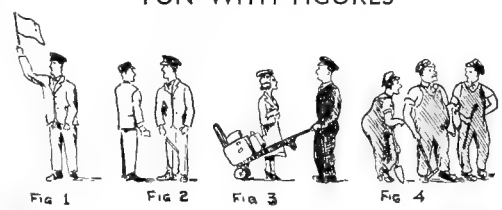
To anyone seeking motor silence I would suggest *carefully* checking the following points in order of their importance:

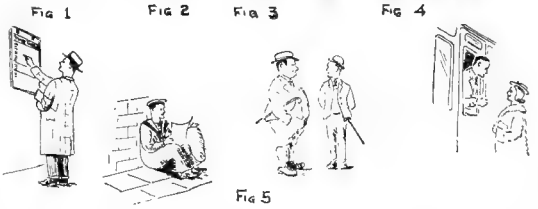
1. Motor bearings—good order, properly adjusted if adjustable, *suitably* lubricated.
2. Reduction drive—worm wheel concentric and true on driving axle ; axle a good fit in chassis and no sideplay.
3. Alignment of drive and driving axle, and consequently wheel teeth correct as to at 90° to sideframes—armature shaft parallel with sideframes and meshing correct.
4. Armature in centre of magnet tunnel—this would particularly appear to affect starting and reliable slow running.

Briefly touching on the second category of noise from the railway itself, I have found that any sort of rigid attachment of the track to the baseboard gives the drumming effect. In my case the track (all metal for stud operation) was laid on roofing felt strips and glued and ballasted except in the marshalling yard. The results were very disappointing, the noise being surprising *except* in the marshalling yard, which is very quiet running. The answer would appear to be that the whole conglomeration of track, glue, ballast and roofing felt combined to magnify the wheel noise to an unrealistic rumble. The remedy would appear to be to use rubber, cork or felt as a strip underlay, cover it with brown wrapping paper *not* attached in any way to it and to lay track and ballast on the paper.

J. K. DAVIES,
Member Herne Bay 4mm. Circle.

FUN WITH FIGURES





The article in the RAILWAY MODELLER entitled "Fun With Figures" is interesting and should be helpful to those who wish to vary the positions of figures on a layout. There is, however, one feature I should like to add regarding the reshaping of these figures, and that is the "still life" position.

As these figures are stationary, why should a guard have to stand with his flag poised in mid-air as in Fig. 1? Fig. 2 suggests a more restful and more natural attitude for a stationary figure. The scene can be improved by the addition of a stationmaster or passenger in a standing—not walking—attitude, suggesting conversation. The same applies to the porter with the luggage barrow in Fig. 3, answering a passenger's inquiry (as the porter will be standing for the whole of his life, the barrow should not be too heavily loaded). In place of the barrow the porter could be holding two cases. Fig. 4 shows a group of gangers in a characteristic group standing at the side of the track. Notice the stout centre figure typical of some gangers. The variation in height and girth of model figures seems to be overlooked by manufacturers. Fig. 5 shows some familiar figures seen on a railway station.

Montacute. WILLIAM H. O. OSBORNE.

TRAMS WANTED

Reading the article on the Irish International Railway and Tramway System in a recent issue of your publication has stimulated my interest in models of English and other European street railway vehicles.

I am a modeller of American street and interurban cars, and have built from scratch a nice assortment of representative cars from such systems as Pacific Electric ; Chicago, North Shore and Milwaukee ; and others. I have these models in "HO" gauge, unpowered, and finely detailed. Inasmuch as I have neither the plans nor the time required to continue modelling at the present time, and inasmuch as I want to have some "HO" gauge models of English trams and other European streetcars, I have the following offer to make. I am willing to trade models of American street and interurban cars for models of foreign, especially English, streetcars. My cars, and those I might receive, should meet the following stipulations:

They should be "HO" gauge, unpowered, scratch built and have a prototype. I am not in favour of freelance models, as I feel that the modellers have enough work to do to recreate the cars that no longer exist without creating some of their own.

If someone can give me a clue about the purchase of kits for English and European streetcars I would appreciate it. Those who feel they might have an interest in my proposition may write me at the following address. K. W. HARRISON.

Southern California Division
Electric Railroaders Association,
5871 S. Hoover St., Los Angeles 44,
California, U.S.A.

TRACK CENTRES

For years I have designed and built layouts working on two-inch track centres and never given the matter another thought until I saw an exhibition track laid out with a long length of straight double track. It was well built and very nice looking track, but it did not look convincing because the ballasted area between the tracks was too wide. This, of course, led to thoughts on why we had decided to work to track standards nearer converted 7ft. gauge than to correct track standards. Well, of course, we do it in order to pass locos and coaches on curves well under scale radius. Now a lot of us only have double track on our layouts at stations, which in most cases are straight. I think that it would be worth while to use the correct track centres if we are about to build a layout of suitable design. My next layout will most certainly be built that way. It may seem a little bit too much fuss over what is after all only $\frac{1}{4}$in., but to anybody who, like myself, has built layouts in confined spaces $\frac{1}{4}$in. can make a lot of difference to the width of a platform or give that necessary extra bit of depth to a semi-flat background. It could also be used to distinguish sidings from running roads or to provide lorry ways in a biggish group of sidings, or it might even provide room for an extra road in a marshalling yard. Well, that is my idea, and I pass it on to be made use of as you see fit.

Birmingham. SMOKEY BOURNE.

ADVICE BUREAU

The Bureau is at your disposal to assist you with your problems. The service is free, individual and personal, but we reserve the right to publish any query we consider to be of interest. The advice given is based on the experience and opinions of our staff.

Queries should be addressed to the Peco Technical Advice Bureau, Pecoway, Station Road, Seaton, and should be accompanied by a s.a.e. and coupon on page xi. We regret that we cannot prepare special designs for individual readers.

I am thinking of constructing a tramcar in 4mm. scale and I understand that sub-scale Peco F.B. rail would be suitable for the track, combined with fine-flange wheels. Unfortunately, I seem to be unable to obtain any small-diameter fine-flange wheels locally, and I would be grateful if you could tell me if, and where, they can be obtained.

N.C.FF., LONDON.

Regarding your proposed tramway, there is really no need to use fine-flanged wheels on small-section rail, as with the normal inset tracks standard flat-bottom rail is equally suitable. Normal 4mm. scale tramway practice is to use standard "OO" track and wheels. Generally speaking, the power unit is a "OO" gauge motor bogie.

Small diameter wheels are now available from K's.

I have two Hornby-Dublo type controllers and transformers. I am changing to two-rail track and would like to know if I could use these on this layout.

N.P., KIDDERMINSTER.

The type of track and pickup arrangements used have no effect whatever on the transformers and controllers, provided these are suitable for the locomotives in use. You can thus continue to use your Hornby-Dublo equipment to supply any locomotive requiring twelve volts D.C.

Could you suggest a method of making an electrical break in track which is already laid, without damage to rails?

J.L., LONDON, N.2.

We have found that it is a fairly simple matter to make a break in already laid track by sawing through the rails with one of the recently introduced Trix X-acto razor saws. The track should be firmly spiked on either side before beginning to cut, and generally speaking it is more convenient to cut diagonally rather than squarely through the rail.

I would be much obliged if you could help me in my conversions from three-rail to two-rail by explaining the principles and wiring of cab control. I believe the idea is that there is one controller to each engine instead of one controller to each section.

C.J.H., EDINBURGH.

It is, of course, practically impossible to go into full details in the space of a single letter, but generally speaking the principle of cab control is that the line is broken up into a series of sections on which independent running is possible, and every controller can be switched on to any of these sections. The simplest arrangement has a duplicate control panel on each controller. This has the disadvantage that if two sections are switched together from different cabs the controllers are paralleled, and so the cut-outs come out. However, this can be avoided by more complicated switchgear, and it is at this point that cab control begins to evolve variations.

We have published several articles on cab control in the past, but the only one currently in print is the one in April 1952 issue. We can supply back numbers of these at 9d. each, plus 3d. postage.

I should be glad to know if it is possible to run scale-length "OO" gauge passenger vehicles round 22-inch-radius curves.

M.J.L., KINGSTON-UPON-THAMES.

First of all, there is no difficulty whatever about getting any length bogie coach round a sharp-radius curve, provided the couplings are fitted direct to the bogie. The difficulty arises in the inordinate overhang a long coach will give, but on a 22-inch radius coaches up to sixty scale feet in length can be used without too much trouble.

However, if you feel that a model of a modern long coach is going to look out of place on your line, and this is really the crux of the matter, we suggest that you model some of the stock from the 1890s to 1900s, which was only between fifty and fifty-five feet in length, and is therefore much more suited to sharp curves.

I am in the process of constructing a "OO" layout on a bench in a shed. I would like to know if the heat in the summer and the cold in the winter would cause enough expansion and contraction to affect the running of the layout. If so, is there a way out of it?

C.N., WATFORD.

Provided reasonable expansion gaps are left we see no reason why normal temperature changes should seriously affect the running of your layout. We would, however, recommend that you install some form of space heating—we ourselves would recommend a paraffin-burning convector heater—so that condensation does not occur in the damp, cold days of winter. Furthermore, we would suggest that you modify the shed if need be, so that sufficient windows exist to give good ventilation in the summer to keep the temperature down.

These points are raised to improve not only the quality of the track, but the comfort of the operator, as this depends on these points as well. Generally speaking, the most serious objections to extremes of temperature concern the discomfort they cause to the owner of the layout rather than their effect on the track.

END OF VOLUME 7

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FOR SALE. Gauge "OO" locomotives, rolling stock, track by Exley, Beeson, etc., discontinued lines, oddments, etc., in Exley coaches. S.a.e. list. Below.

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UNIVERSAL steel rail. Horton, 118 Saughton-Hall Drive, Edinburgh.

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DUBLO layout, locos, oddments, anything. Price, details, Denny, 82 Arkwright Street, Nottingham.

WANTED, gauge "O" G.W.R., Bassett-Lowke "George V," L.M.S. 2-6-0 No. 1300, and Hornby "County of Bedford" clockwork. Good price paid for first-class models. The Ridge, Baslow, Derbyshire.

WANTED. Two Hornby pre-war 6-lever frames, "O" gauge, any condition. Walby, 25 Derryvolgie Avenue, Belfast.

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WANTED, pre-war Trix Twin items, "Coronation Scot" loco and tender, "Princess" loco, S.R. motor coach train. All items must be in perfect condition and not repainted. Preferably in original boxes. Also Trix catalogues for 1937/38/39/40/41. Send details and price to Edleston, 16 Park Drive, Littleover, Derby.

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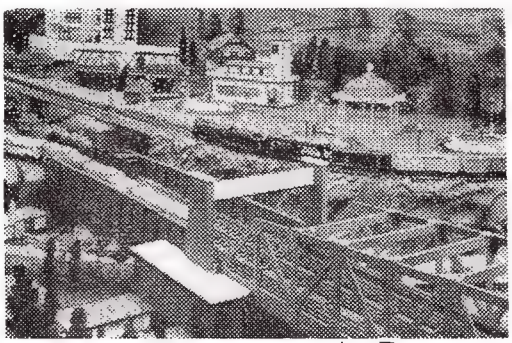

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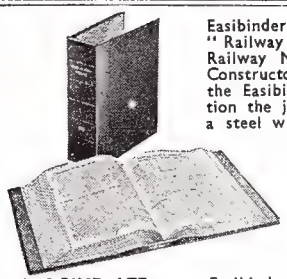

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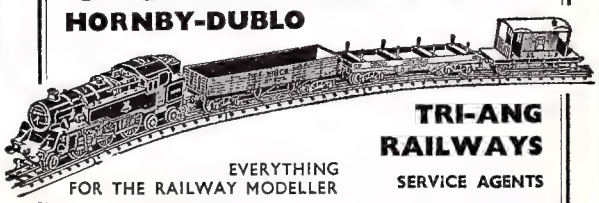

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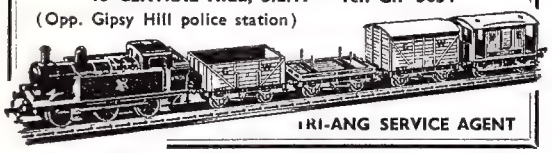

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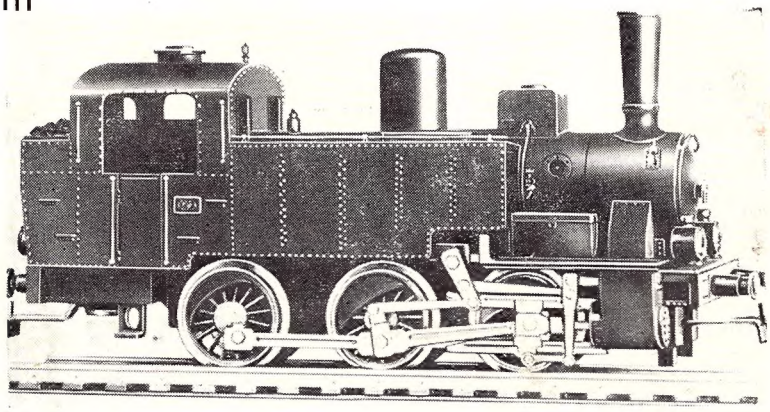

The popular 0-6-0 General Purpose Loco

Here is another 0-6-0 mixed traffic locomotive of a type used on the Italian State Railways. Apart from the well-known Rivarossi features, including ball-bearing motor with worm-wheel transmission, this locomotive is also fitted with two unique operating headlamps. The locomotive is sprayed matt black with red wheels and contains full detail. Suitable for all D.C. operated layouts on scale track, Wrenn or Tri-ang. Also available for Hornby-Dublo operation at an additional cost of 15/-.

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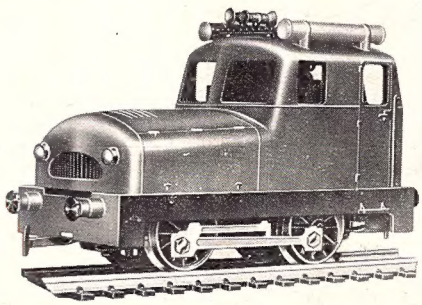

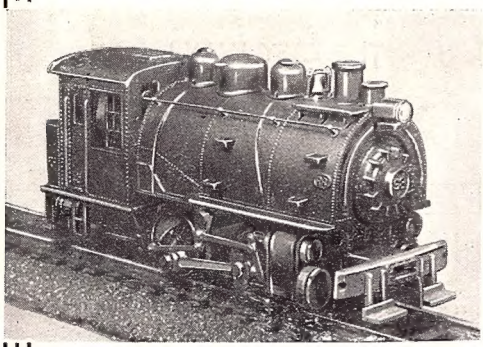

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